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TICK... TICK... TICK...

City's new security shield full of holes, experts say

By **ROBERT INGRASSIA**
DAILY NEWS STAFF WRITER

There are cops on subway platforms, checkpoints at the Lincoln Tunnel, new airport restrictions and Coast Guard cutters in New York Harbor.

But the security net hastily thrown up around Manhattan after the World Trade Center attack has a lot of holes, anti-terrorism experts say.

Trucks are being searched entering the city through the Lincoln Tunnel, but not coming in from the Bronx, Brooklyn or Queens.

Air travelers can't check bags at the curb or obtain a boarding pass at the gate anymore, but they still don't have to show identification to board the plane.

And strategies to defend against a possible new frontier of terrorism — biological and chemical attacks — are barely off the ground.

Security experts said the emergency safety measures that sprung up last week leave the city vulnerable to attack.

The experts urged city leaders to supplement the stopgap steps with a comprehensive defense strategy.

More needed, he says

"What we've seen so far is a Band-Aid approach," said Harvey Kushner, a Long Island University criminal justice professor and an anti-terrorism author. "If we're going to put an end to these attacks, we're going to need a unified, concerted effort cutting across all agencies."

The security efforts so far, although haphazard, have been highly visible.

The Port Authority has been searching trucks, vans and suspicious vehicles entering the city through the Lincoln Tunnel. Officials won't say whether they're trying to protect the tubes or Manhattan itself.

Thousands of police officers have been stationed in subway stations throughout the city. In some spots, they board and look around each stopped train.

On NY Waterway ferries, federal agents sweep the boats after passengers disembark, searching garbage cans and bathrooms for explosive devices.

At Grand Central Terminal, Vanderbilt Ave. has been closed

to vehicles, apparently to keep potential truck bombs away. Truck access near Penn Station also has been limited.

In the harbor, Coast Guard tugs are accompanying every ship to port, and officials are boarding vessels to check documents.

LaGuardia and JFK airports, like others around the nation, have halted curbside check-in of bags and required airlines to issue boarding passes at counters, not at gates. Federal marshals are keeping a watch on the terminals.

Law enforcement agencies won't discuss their security measures in detail. But officials admit that the beefed-up presence serves the dual purpose of combating further attacks and calming nerves of jittery New Yorkers.

"We're there to make them feel secure and deter miscreants who might have any ideas," a police source said of the increased subway security. "We're out there to show the flag."

The initial security response

to the Trade Center disaster shouldn't be seen as long-term protection, experts said.

Former Police Commissioner Bill Bratton, a consultant to the security firm Kroll Associates, favors a defense that emphasizes intelligence gathering to uncover terrorism plots before they happen.

"Timely and accurate intelligence — that's your first line of defense," Bratton said. "You've

"If we're going to put an end to these attacks, we're going to need a unified, concerted effort cutting across all agencies."

HARVEY KUSHNER

got to know who your enemies are and where they are."

Still, not every plot can be detected, which means that potential terrorism targets must take defensive measures against a variety of threats.

Blunting one of the most common terrorist tools, the car or truck bomb, is fairly easy, experts said. Prized attack targets

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City's . .

— busy transit terminals such as Grand Central and symbolic structures like the New York Stock Exchange — can be made safer by keeping vehicles away.

Defensive measures

"You've got to follow Israel's example," said Lee Sander, a former New York City transportation commissioner who now is director of a New York University transportation policy center. "You shouldn't be able to get a truck next to the structure."

Many of the tools to protect well-known buildings were put in place after the 1993 World Trade Center bombing. Experts advised officials to reexamine and reinforce those defenses: planters, to block entryways, increased screening of vehicles entering underground garages, restrictions on passenger loading near entryways and added surveillance.

The specter of biological or chemical attacks poses tougher challenges.

"New York City and other places need to take the threat of

mous building or douse crowds via a small plane.

Recognizing that such an attack occurred would be the key to limiting the impact, Hamburg said. Victims exposed to a deadly disease might not get sick for days.

Precautions taken

Hamburg said New York City already has begun training health care workers to recognize outbreaks of unusual diseases.

"This kind of attack won't generate a big bang and a lights-and-sirens response," she said.

Next, Hamburg said, the city must stockpile antidotes, vac-

cines and drugs to handle an outbreak.

Officials can take some steps to thwart bioterrorists, experts said. Air intake ducts at transit centers and skyscrapers should be guarded and removed from street level, Glover said.

The city's water supply isn't a primary concern, experts said. That's because a terrorist would need truckloads of a chemical or biological agent to effectively contaminate an upstate reservoir.

Still, the city has increased security at its 19 reservoirs. Officials have blocked watershed roads and prohibiting fishing and hiking near the reservoirs.

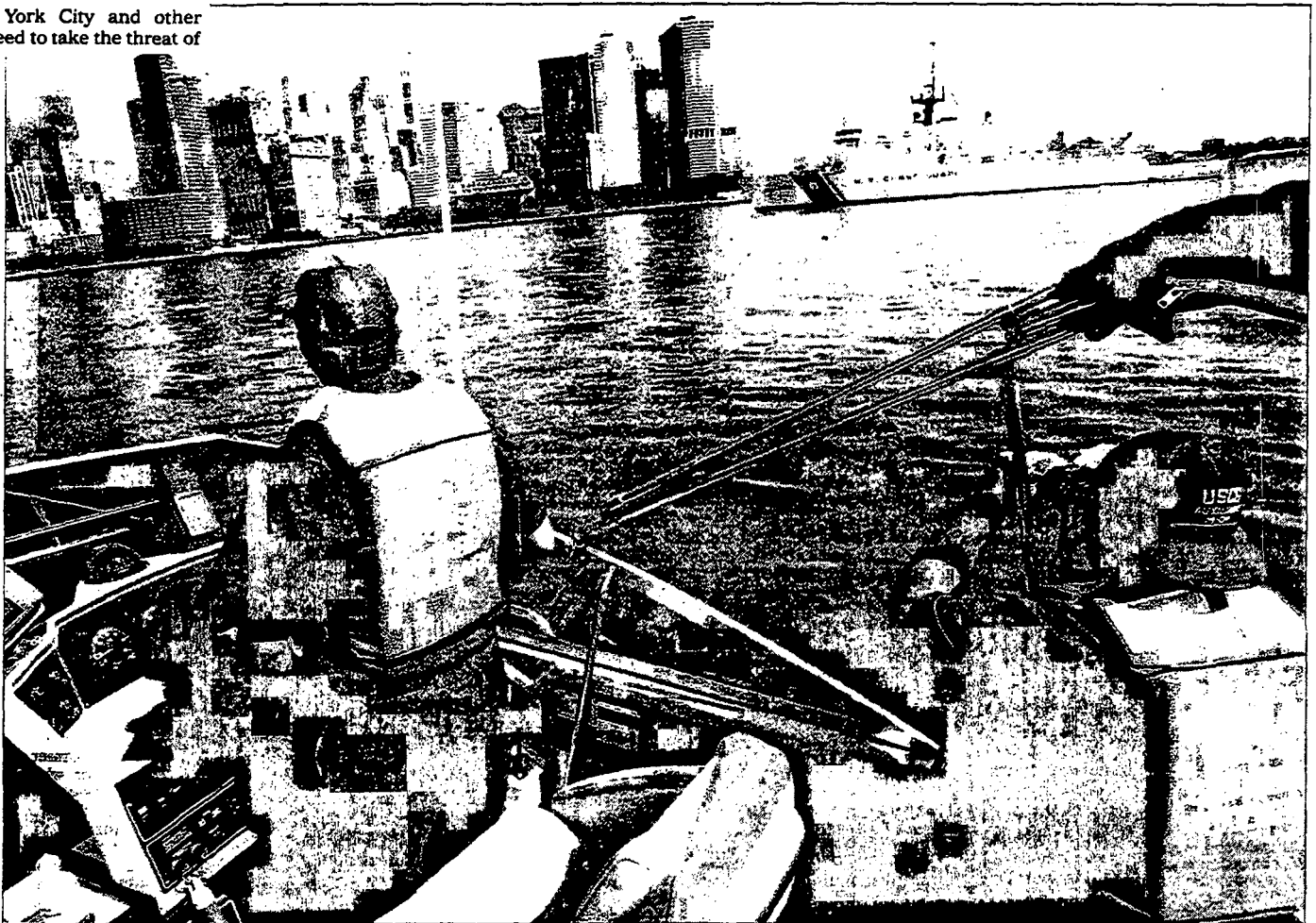
Police Commissioner Ber-

nard Kerik said the twin towers attack is prompting the department to reexamine its long-term strategy to combat terrorism.

"This is something that has taken people back a step. They have to reevaluate policing efforts, and we're going to be doing the same thing in the city."

In the wake of last week's attack, New Yorkers should understand that the risk of future assaults can't be completely eliminated, anti-terrorism experts said.

"The reality is you can never be totally secure," Bratton said. "We live in the real world."



ON ALERT Coast Guardsmen patrol waters around tip of Manhattan. The Guard inspects and escorts every ship that enters the harbor.

TODD MARSHALL/DAILY NEWS

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Masons Throw Support Behind S.I. Blue Belt

The Great Kills Masonic Lodge #912 Free and Accepted Masons together with the New York City Department of Environmental Protection (DEP) have joined forces in an effort to maintain and protect part of the Staten Island Blue Belt at Wood Duck Pond. The collaborative "Adopt-A-Blue Belt" & "Give Back to the Community" programs are sponsored by the Department of Environmental Protection (DEP) and the Masons.

The solemn Masonic dedication ceremony was held at Wood Duck Pond in Great Kills.

In attendance, representing the NYC DEP, was the DEP Commissioner Joel Mele; Dana Gumb, director of the Blue Belt program on Staten Island; James Rossi, manager of the Staten Island Blue Belt; and Jack Crawford, assistant manager of the Staten Island Blue Belt.

Representing the Grand Lodge of Masons were Most Worshipful Carl Smith, Grand Master of Masons in the State of New York, RW; Carl Fitje, Deputy Grand Master of Masons; and RW Edward Trosin, Grand Marshall, RW; Edward Stouter, District Deputy for the Richmond Masonic District; and George McDonald, Grand Steward.

Representing the Great Kills Lodge was W. Richard Piper, Master, RW; Robert Welsh, Secretary, RW; and Frank J. Borello Jr., treasurer.

The Staten Island Blue Belt is a small, but significant part of the Blue Belt in New York State. Its purpose is to provide a natural water system for storm drainage, in lieu of piped

storm drains. This would subsequently preserve the habitat of flora and fauna that is indigenous to the area involved.

As the DEP buys back more land to provide for this service, they find that Community involvement is the true way to ensure that these pockets of parks are maintained for the communities to use.

"Adopt A Community" is the brainchild of project Chairman Bill Welsh and Co-Chairman Vincent Finnochairo, of Great Kills Masonic Lodge #912. Its mission is to introduce the Island to a fraternal organization that not only cares about the community but that has many ties to the various communities on Staten Island.

Wood Duck Pond lies in the shadow of the former Great Kills Masonic temple on Amboy Road and Lindenwood Road, now a church.

"This program was instituted due to the fact that not only was our original Lodge located here in Great Kills, but also because many of our members live in this community," Finnochairo stated.

"Great Kills Masonic Lodge is one of the first organizations to work closely with the DEP on this type of project. This project that we have started gives the Great Kills people a new area to explore. I have lived across from Wood Duck Pond for over 20 years and in the last few weeks I have never seen so many families walk and bike through this stretch of land" Welsh commented.

Congratulatory letters from both Mayor Rudolph Giuliani and Governor George



ABOVE: (Left to right) Richard Piper, Master; DEP Commissioner Joel Mele; Grandmaster Carl J. Smith, William Welsh and Vincent Finnochairo (far right) dedicating the plaque. RIGHT: Commissioner Joel Mele and Grandmaster Carl J. Smith plant a new tree.

Pataki were read at the ceremony.

"Through your 'Masonic Give Back to the Community' program, you have dedicated yourselves to maintaining and beautifying an environmentally precious region of the Blue Belt in Great Kills, for which you are to be commended," wrote Pataki.

The Mayor wrote "I commend the Masons for doing a terrific job in working with the DEP in their 'Adopt a Blue Belt' program on the Wood Duck Pond site. It is a pleasure to recognize local organizations that share my commitment to the environment."

For more information regarding the Masonic Organizations in your neighborhood, contact Robert Welsh at 816-1431 or email GreatKill@aol.com.



Say asbestos fear exaggerated

By CLEM RICHARDSON
DAILY NEWS STAFF WRITER

Fears that lower Manhattan is contaminated with asbestos from the World Trade Center collapse are overblown, says an environmental consultant who has worked on the now-collapsed buildings.

Sten Evenhouse, president of Testor Technology Inc., charged that asbestos removal companies may be hyping the dangers of asbestos contamination as a way of charging more for their services.

"Some of these companies are charging a premium for their services when a routine cleaning might do just as well," he said.

Many downtown businesses covered by ash and debris from the Trade Center disaster have hired private companies to clean their reopened offices.

Spokesmen for several companies said clients mainly want debris re-

moved and offices tested for cancer-causing asbestos.

H.A. Bader Consultants has cleaned one 15-story building and four floors of a 40-story structure. Company President Howard Bader said his clients want the debris tested to see "what is in the air and what is in the dust."

"We're not finding much asbestos" in office air samples, Bader said, chiefly because asbestos particles "only hang in the air for 12 hours or less. You can stand in 2 inches of asbestos, and unless something stirs it up you'll be okay."

Asbestos is of particular concern because research suggests that particles one-sixth the diameter of a human hair are sufficient to cause cancer over time if lodged in the lungs.

But Evenhouse, who surveyed the Trade Center heating system in 1991 under contract with the Port Authori-

ty, said there was little asbestos in the buildings in the first place.

"There was no asbestos used in the building above the 30th floor," Evenhouse said. "They decided it was not safe and they switched" to another type of insulation.

The asbestos that was used was either removed or painted over, said Evenhouse, adding that "a lot of this fear of asbestos is just industry hype."

The towers and plaza were fully open by 1976. The last of the complex's seven buildings was opened in 1988.

Ironically, Evenhouse said, the steel columns in the giant twin buildings might have been better able to withstand the intense heat from the devastating explosions that caused their collapse if asbestos had been used.

"Asbestos," he noted, "is a better insulator."

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9/20/01

N.Y. can breathe free

By BARBARA HOFFMAN

ONE of the big health concerns in the aftermath of last Tuesday's destruction of the World Trade Center was the damage all that dust and smoke could do to people's lungs.

As the Twin Towers collapsed and sent a wave of soot cascading through downtown, victims were left covered in dense, powdery ash. Many needed to be treated for smoke inhalation.

Experts feared serious air-quality problems, but they now say the general public can breathe easy — there is little threat of any lingering health hazards.

"We anticipated a big problem," said Dr. Gillian Shepherd, an allergy-immunology specialist at Weill Cornell Medical Center-New York Presbyterian Hospital. "But thank heavens, it didn't happen."

Of top concern was asbestos, a synthetic insulation that is now banned but may have been used in the construction of the World Trade Center in the 1970s. Offi-

Health experts say air quality's OK after World Trade Center disaster

cials worried that residents would inhale large quantity of airborne particles of asbestos, which can cause cancer and other maladies.

But the city's Board of Health said its readings showed there was very little asbestos in the air.

Besides, said Dr. Murray Rogers, chief of pulmonology at Lenox Hill Hospital, "with asbestos, you need a lot of exposure over a long period of time before you suffer any adverse effect. This didn't happen. The area was evacuated and those large particles fell to the ground. Then the rain washed the air."

Rogers said a bigger threat was posed by hot fumes that may have harmed victims' lungs and tracheae.

"Certainly, older people, people with chronic lung disease and young children [who have

immature lungs] were more susceptible on Tuesday to whatever particulates were in the air. But the danger now has passed."

Still, many people were left choking and gasping for air. The best remedy, said the experts, is to drink lots of water.

"Eight glasses a day," recommended Rogers. "Lungs are supposed to be soft, supple and moist, and hydrating yourself will keep them from getting dry."

Of course, those aiding in the rescue effort need to take every precaution to protect themselves, Rogers said.

That includes wearing masks at all times and changing them when necessary, since filters are effective only so long.

Rescuers working at the site should launder their clothing well to keep from spreading the dust.

Rogers said people who are more susceptible to pollution in general — those who have emphysema or asthma — may want to see their doctors if they're feeling ill or are coughing more than usual.

In some cases, he said, people may be suffering psychosomatic symptoms triggered by Tuesday's trauma. But he added, "Don't readily discount any coughing or anything else as psychosomatic. If you're feeling ill, see a doctor, if only to set your mind at ease."

If people seem to be sneezing and coughing more this week, it has less to do with the World Trade Towers disaster and more to do with the time of the year, said Shepherd.

"I was just looking at today's pollen counts," she said yesterday, "and they're more than 5,000 per cubic meter of air, a

distance of about 3 feet. There are usually only a few hundred grains of pollen, and any of it, landing on the nose, will induce an allergic reaction."

Dust from downtown may irritate sensitive respiratory systems further, but the key triggers are mold spores and weed pollens, said Shepherd, who's been fielding panicked calls from asthma and allergy patients for the last week.

"Though we don't have information about every detail about the composition of the smoke and dust cloud [that enveloped lower Manhattan], every indication we've had so far from city officials have been very reassuring."

The U.S. Department of Health and Human Services confirmed that the health risk from the smoking remains of the towers poses little risk to the general public; nor is there a risk, the agency added, from the decomposing remains under the rubble.

For more information about dust, debris and asbestos, visit the HHS Web site at www.hhs.gov.

New York Post, Tuesday, September 18, 2001

Tuesday, September 18, 2001 • DAILY NEWS

✓ Dry cleaner's toxic fear

By WILLIAM SHERMAN
DAILY NEWS STAFF WRITER

In the days since the World Trade Center attack, praise and gratitude have been heaped on the cops, firefighters and rescue workers for their heroic response.

Yesterday was different, in at least one case.

According to a police lieutenant from Queens, a dry cleaner refused to clean his uniform after the cop told him the dirt on his pants came from the Trade Center-collapse site.

"I was outraged," said Lt. James Fitzgerald of the 103rd Precinct in Jamaica.

Fitzgerald said he supervised a security detail near the destroyed Trade Center site last Thursday and Friday. He brought the dirty uniform to Clearview Drive-In Cleaners, on Hillside Ave., Hollis, yesterday morning.

"The clerk looks at the clothes, and says, 'What's all this white stuff?' and I told him, 'That's the remnants of the World Trade Center,'" Fitzgerald said. "He said, 'We're not cleaning these clothes because they're toxic.'"

Clearview owner Joe Burachio explained that last week, "a gentleman came in with [clothes with] the whaddyacallit on it, all white powder. I was afraid to handle it, so I called the Neighborhood Dry Cleaners Association."

The industry group told him that if clothing had asbestos on it, it should be handled only by specially licensed facilities.

After he was turned away from Clearview, Fitzgerald drove to Three-G Cleaners in Jamaica.

"I bought the shirt and pants in, the guy said: 'Three dollars and 50 cents,' and that was the end of it."

In Crisis, Giuliani's Popularity Overflows City



Pool Photograph by Patrick Kovarik, via Associated Press

Mayor Rudolph W. Giuliani, left, with President Jacques Chirac of France on an aerial tour of the trade center site yesterday.

New York Times
9/20/01
p. 10b2

By JENNIFER STEINHAUER

Perhaps it was yesterday, when the president of France proclaimed that the French had begun praising the "Maire-héros" — which he called the French equivalent of "Rudy the Rock." Or maybe it was a few days before, when Barbara Walters promised the nation that she would reveal the mayor of New York as he had never been seen before. And surely the clues were already there last week when the president of the United States came to visit the site of terrorist devastation and the rescue workers there saved their loudest exaltation for the mayor.

While it was unlikely just two weeks ago that many people outside the five boroughs were terribly interested in glimpsing the soul of Rudolph W. Giuliani, it is now undeniable that the mayor has become an international celebrity.

While Mr. Giuliani's popularity has understandably swelled in New York City, it also appears to be expanding nationwide and even to the world, as he presides over the clean-up after the worst terrorist attack in the history of this country. In the last week, Mr. Giuliani has been on every network morning news program; sat across from Ms. Walters, the queen of the televised emotional exploration; and was button-holed by Tom Brokaw, who spoke later of the interview with glowing terms for the mayor.

Newspapers from Australia to England sing his praises. Here is the news from The Ottawa Citizen: "It has been a week since a terrorist attack leveled the World Trade Center and, thanks largely to his uncanny ability to appear to be everywhere during this grim period, New York's mayor has risen from the ashes of the tragedy as an unequivocal hero of the moment."

Yesterday, the mayor's makeshift pressroom at the command center was jammed with European journalists, many of them traveling with President Jacques Chirac of France, all taking furious notes on the mayor's remarks, which included imploring Mr. Chirac to lend support in the

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THE MAYOR

In Crisis, Giuliani's Popularity Swells in His City, Country and Beyond

Continued From Page A1

fight against terrorism. And today, the British are coming, including Prime Minister Tony Blair.

All this attention to the man whose press aides were needling reporters a month ago to write a few lines on his latest health care initiative during a news conference in a sporting goods store.

Indeed, Mr. Giuliani, whose most recent spate of national attention centered on the very public nature of his messy divorce and his relationship with Judith Nathan, has now risen to national hero and political corner. "I had no opinion of the mayor of New York," said Elizabeth Lach, a marketing director in Chicago. "What I knew about him was that he had problems with his wife, had cancer and pulled out of a Senate race. But now, he strikes me as someone who has a good mix of compassion and is yet really strong. He seems very natural in his role."

In New York City, these feelings have manifested themselves in frequent suggestions by voters that they defy the city's term limit laws and elect the mayor for a third term. For his part, the mayor subtly shifted from a complete rejection of that idea yesterday to saying: "This is not the time to talk about that. Yes, those are things to talk about and discuss, but it almost doesn't seem right to be talking about that right now."

It is a question the mayor has been asked over and over again in the past

week, as a chant of "Four more years!" follows him around. He has dismissed it at times, and early on said he would not want terrorists to think they could disrupt democracy.

As this week progressed, though, some close to him have said there is growing concern in the administration over a successful transition to a new mayoral team, which may be leading to his vaguer choice of words.

Overtaking the term limits law would require state legislation.

Others have suggested that the mayor would be perfect to oversee the new city commission being created to revitalize New York's devastated downtown or a terrorism task force, or should serve in some other role that would keep his hands in city affairs. Some citizens see him rising to a national level, although there are no job openings at present.

"People not only in New York City, but people in Chicago and all over the country have been talking about Mayor Giuliani," said Chris Chiappetta, 29, a construction worker in Chicago. "The way he has been doing things, I'd have no problem seeing him in a capacity on a national level."

At the moment, the mayor plays grim tour guide for national leaders and foreign officials. Yesterday, he and Mr. Chirac viewed the site by air. Today, the mayor will lead a Congressional delegation through the area. He has said he finds these tours an unpleasant but necessary tool in securing support for the recovery, including federal financing.



Pool Photograph by Timothy A. Clary, via Associated Press

Mayor Rudolph W. Giuliani with Gov. George E. Pataki, left, and Kofi Annan, the United Nations secretary general, at the site on Tuesday. Today, Prime Minister Tony Blair of Britain is to visit New York.

The mayor has had to carefully balance tough talk, bullish optimism and comfort and empathy. During his press briefing yesterday, the mayor sought to explain why he and his aides had decided to scrap a large memorial service this weekend in Central Park, saying that the city was not emotionally ready and that it would be a drain on the police force.

Instead, the city will hold what the mayor called a prayer service, not a memorial service, in Yankee Sta-

dium, distributing tickets chiefly to relatives of the victims and the missing. The service is to be televised at the minor league stadiums in Brooklyn and Staten Island, two of the mayor's pet projects.

He had to deliver some bad news. Asked about the faltering economy and the volatile stock market, Mayor Giuliani predicted that the city would lose a lot of tax revenue in the next fiscal quarter. He quickly added that people should go on with their lives

and that there "was no reason that anyone had to lose their job."

Then he resumed his role as lead cheerleader and morale booster. "I really do think that people should start thinking much more optimistically than they are," he said. "By that I mean, there's no question everybody is sad. We're mourning, we hurt and we're going to hurt tomorrow, the next day, for a month, a year, and maybe forever. I think we are going to hurt forever. But we have to be optimistic. There's no reason for us not to be optimistic. All the same things about our economy are there that were there before. We have a big problem to overcome. But overcoming the economic problems are the least of it. I mean I have no doubt the city is going to be economically stronger six months and a year from now."

It is that attempt to balance empathy with a caring push that has impressed many Americans, and foreigners, who have noted that President Bush has not always mastered it. "I'm very impressed with him, even though I'm a Democrat," said Michele Hubbs, a photo studio manager in Los Angeles.

"I was upset with his perspective on the arts and the way he went after the Brooklyn Museum," she said. "I think he's done a wonderful job in holding New York together, and quite possibly making the rest of the country feel like New Yorkers at this time. I heard someone say he looks like our next president. As a Democrat, frankly I don't know about that. I wonder how Bush feels."

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Mayoral Candidates Discuss Plans for a Transformed City

By ADAM NAGOURNEY

Struggling to adjust to what has become an entirely different agenda for New York's next mayor, the six major mayoral candidates offered a troubled view of New York's future yesterday, as they began discussing ways the city could rebuild, guard against an exodus by business, and ensure the safety of its citizens from future terrorist attacks.

In a series of interviews with The New York Times, the four major Democrats and two Republicans discussed in some detail their proposals to respond to the crisis that they agreed had completely rewritten the demands and mission of the job they are seeking.

Their responses — the first discussion the candidates have had, publicly and at length, on how they would lead New York City out of this crisis — signaled the extent to which the attack has shifted the issues that are likely to frame the primary, originally scheduled on the day of the World Trade Center attack and now reset for Tuesday.

Talk about opening up the plaza in front of City Hall, which had been blocked by Rudolph W. Giuliani, the outgoing Republican mayor, as an antiterrorism measure, has been replaced with a strong advocacy for toughened security, from the use of surveillance cameras with digital facial recognition technology to random checkpoints for vehicles on the street and for people carrying luggage.

What had been mild disagreements about the degree that New York might suffer in a national recession has now been replaced by a consensus that the city is heading into potentially perilous economic times, faced with a loss of jobs, tax revenue and tourism. What had been the predominant subject of discussion before last Tuesday — how to rebuild the city's school system — has been replaced with a discussion about how to rebuild Lower Manhattan itself.

The candidates agreed to the interviews at a time when all six have halted campaigning, in response to the crisis that began unfolding when the first of two hijacked jetliners crashed into one of the trade center towers three hours after the polls opened on the morning of Sept. 11. Since then, the candidates have not agreed to any group forums where they might be drawn into discussions or quarrels. But they have agreed to give six back-to-back nine-minute speeches on the subject to be broadcast on WNBC-TV this Sunday.

All the candidates said they would draw on the expertise of business and civic leaders as they worked through a reconstruction plan for New York. Nonetheless, all the candidates said they had been thinking increasingly about the challenges that would face them as mayor as the extent of the destruction became clear — and each of-

fered ideas about how to deal with it.

Among the Democrats, Fernando Ferrer, the Bronx borough president, said New York should replace the office space that was lost by dispersing construction across the city, eliminating the centralization of commerce and communications that Mr. Ferrer warned might invite another devastating attack. Alan G. Hevesi, the city comptroller and another Democrat, said New York should give tax forgiveness of as much as 10 years to companies whose offices were destroyed, as a way of encouraging companies not to flee New York.

Mark Green, the public advocate, called for the creation of a consortium of state, city, labor and business leaders with the authority to lay out reconstruction plans, along with how to use bonds, business tax breaks and federal subsidies to finance it. Peter F. Vallone, the City Council speaker, said New Yorkers had to adjust to a stringent new era of tightened security. "The priorities in every case are going to be security now: it's a new war," he said.

Among the Republicans, Michael R. Bloomberg said the city should embark on a huge housing construction project, to make it attractive to corporations that might otherwise be tempted to leave. "You can make the case that we need housing more than we need office space," he said.

His opponent, Herman Badillo, said that he would ask every member of Mayor Giuliani's cabinet to stay on in office to ensure as much continuity as possible in the change of administrations.

To varying degrees, the candidates said that the attack had forced them to reconsider the promises they made to New Yorkers before the primary. In the most obvious example, most of the candidates had proposed using revenue the city derived from the World Trade Center for housing, while Mr. Green said he would use it to help pay for a Second Avenue subway line.

"Clearly, our first priority is to maintain safety and security, and the second is to rebuild our infrastructure," Mr. Green said. "I don't doubt that local goals I had will have to yield in time to these first two goals, to meet these first two urgent demands."

Mr. Vallone argued that the influx of federal aid — "This is a federal responsibility; this was an attack on the United States," he said — would give the next mayor a chance to rebuild New York. "We have a tremendous opportunity here, to do whatever has to be done with this city," he said.

Mr. Ferrer said that while the attack had led him to change some priorities, it was not at the expense of his theme to deal with neglected New Yorkers. "This has become an urgent priority," he said. "But while we're addressing these urgent issues, are we going to ignore the other important

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issues in the city? They are the issues that made me run for mayor in the first damn place."

The candidates all said the trade center should be reconstructed in some form, along with some sort of memorial. Mr. Hevesi said he would support a replacement that was larger in total size, but not height, than the destroyed complex, to demonstrate that New York City "could not be beaten."

Mr. Bloomberg said, "You have to put something up on that site for emotional and patriotic reasons," though he said large-scale public construction should be done instead near the Javits Center.

Mr. Hevesi said the city should move quickly to putting together a plan to discourage businesses from fleeing. "If we are smart and we quickly develop and create a redevelopment program for downtown, and a very serious business-friendly program — to encourage businesses to stay here and to come here with massive tax breaks and energy breaks and subsidies, we can turn this around," he said.

Mr. Badillo said the city should build on the model of its response to the fiscal crisis of the 1970's, enlisting "businesses of all kinds, bankers, insurance companies, and labor."

Mr. Bloomberg, though, asserted that the attack had dimmed the hopes of the project's being built anytime soon. "I don't want to be the one to say it's not going to happen, but it's clearly going to be harder now than it was before," he said.

The candidates, with varying degrees of enthusiasm, said they expected — and supported — increased security measures in the city. Mr. Green, for example, said that he was prepared for random checks of people in public places like Grand Central Terminal.

Mr. Vallone said the most important consideration was that "people have to feel comfortable." Mr. Ferrer, though, said he was worried that there would be too much of an infringement on civil liberties. "We don't do this by tossing our values out the window," he said. "Look — if we abandon our values, the people behind these attacks will have won."

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NYT 9/20/01

Engineers Say Buildings Near Trade Center Held Up Well

By ERIC LIPTON
and JAMES GLANZ

Though buildings near the World Trade Center show evidence of damage like blown-out windows or gashes on their facades, none appear to be slumping, leaning or subsiding, and none are in danger of imminent collapse, engineers said yesterday after a detailed series of inspections.

Isolated structural repairs will be required on at least three large office buildings: Bankers Trust, 30 West Broadway and 3 World Financial Center. Many others, like 22 Cortlandt Street, will require more modest exterior repairs, as well as extensive work to windows, heating or ventilating systems, or other damaged parts.

But it is unlikely that any of these or other nearby buildings will need to be demolished, said Richard Tomasetti, president of LZA/Thornton-Tomasetti, the engineering firm the city hired for the assessments.

"All of them, in my opinion, there's no reason in the world that they can't be saved," Mr. Tomasetti said. "I can't tell you what the owners will decide for the few buildings with limited structural problems, but these buildings don't need to come down."

Two reporters from The New York Times obtained a copy of the city's preliminary assessment of 195 buildings in the area yesterday, and were allowed to view structures in and around what has come to be called ground zero. The contrasts there evoked the colossal power of an earthquake, with structurally sound buildings standing across the street from smoking mounds of rubble five or six stories high.

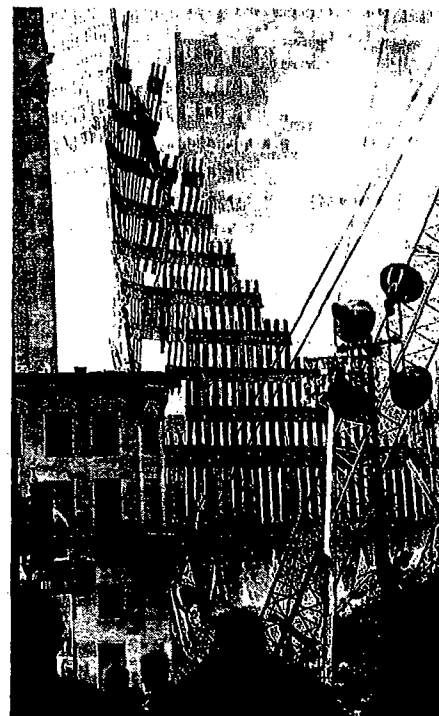
Inspections find lots of damage, but little that can't be fixed.

Through much of the area south of Park Place, north of Albany Street and west of Broadway, there are stretches where hundreds of windows facing the towers have been blown out. Roofs have been damaged from falling debris, including airplane parts found on the Federal Office Building at 90 Church Street and another building across Barclay Street, at 100 Church Street. Other building exteriors are singed by fire or just caked with soot.

But the preliminary results of the city's detailed building-by-building assessment of the area support the conclusion that while damage to facades and interiors is occasionally severe and plainly visible, many of the buildings could be occupied in several weeks to several months. There is no evidence that any buildings have been compromised structurally in a way that would require demolition.

In part, the survey suggests, that is because the twin towers collapsed almost straight downward, a circumstance that the engineers said might have reduced the death toll from the terrorist attack.

"It's like controlled demolition," said Matthys Levy, a founding partner at Weidlinger Associates, a structural engineering firm in New York. Mr. Levy, the co-author



Frances Roberts for The New York Times

Engineers say the collapse of the twin towers did little permanent structural damage to buildings nearby.

of "Why Buildings Fall Down" (Norton, 1992), said the collapse of the towers was "an uncontrolled demolition project, but it acted like a controlled demolition project."

If the buildings had tipped or tumbled

sideways instead, Mr. Levy said, "you would have seen tremendous damage outside the zone, and you would have had those buildings possibly collapse."

The eight-page Department of Buildings survey of 195 structures in and around the World Trade Center complex again and again reports "building is safe" or "minor cleanup required" or "O.K. to occupy." Buildings with those kinds of findings include 4 World Financial Center, occupied in large part by Merrill Lynch & Company, and 75 Park Place, the home to the city's Office of Management and Budget.

Even 1 Liberty Plaza, a building with more than 50 stories across the street from 4 World Trade Center, which is partially collapsed, is listed as "structurally sound, including facade," despite rumors during the last week that it was nearing collapse. (The 4, 5 and 6 World Trade Center buildings are largely wrecked and will have to be demolished, an engineer said.)

The Millenium Hilton Hotel is also structurally sound, the survey says, though it is missing some front windows and its lower facade is damaged.

These assessments do not mean that tenants will necessarily be able to move back soon. The 75 Park Place building needs an extensive cleanup, as does 4 World Financial Center, where employees may not be able to return for two to three months, a Merrill Lynch spokesman said.

Engineers also cautioned that after the main structural questions have been addressed, a wide range of other cleanup and repair work would remain, including repair-

Continued on Page B8

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D. 1043

THE SKYSCRAPERS

Engineers Say Other Buildings Seem Intact

Continued From Page B1

ing or replacing heating, cooling and ventilation systems; replacing hundreds of windows; restoring electricity and installing or repairing fire alarms and security systems.

"Merrill Lynch will not put one person back into any of our buildings until we are absolutely sure that they will be safe," said Rich Silverman, a Merrill Lynch spokesman.

John F. Hennessy III, the chairman of Syska and Hennessy, an engineering firm that specializes in mechanical and electrical systems, said the problems inside the buildings were likely to be similar to those encountered after the 1993 bombing of the trade center.

"One of the big problems there was getting the building clean because there was a tremendous amount of smoke that went through the building," said Mr. Hennessy, whose firm worked on the trade center after the bombing and has been hired to rebuild systems in the interior of the Pentagon.

The appearance of the residential buildings where thousands of people live south of Gateway Plaza in Battery Park City supports Mayor Rudolph W. Giuliani's assertions that they have suffered no major damage, although dozens of windows on the east facade of Gateway Plaza have been blown out.

On the northern edge of Battery Park City near the Embassy Suites Hotel and the movie theater, there is no apparent structural damage.

A handful of buildings have not been inspected thoroughly yet, including three on Cedar Street, in part because of their proximity to the center of the impact zone.

The effort to assess the damage to the 195 buildings in the area has involved about 100 engineers making the inspections, officials said. On av-

and Construction, in cooperation with the Port Authority of New York and New Jersey and private sector consultants.

The command center of the project is on the second floor of Public School/Intermediate School 89, at the intersection of Chambers and West Streets. Boxes of hard hats and goggles sit in the entrance hallway.

Six major construction companies in the New York region have been recruited to help with the work: Tully Construction, Amec Construction Management, Bovis Lend Lease, Turner Construction, Plaza Construction and Tishman Construction. LZA/Thornton-Tomasetti Group is overseeing the individual building assessments. Mueser Rutledge, another engineering consulting company, is working to ensure that the massive underground walls that surround the World Trade Center complex and hold back the Hudson River are not compromised.

This work is under way as firefighters continue to douse smoldering debris. In a classroom at the school used by the engineers and city officials as a meeting room, bins of colored building blocks sat on shelves and children's books sat abandoned. A large spiral notebook propped up in one corner had been carefully lettered with this message:

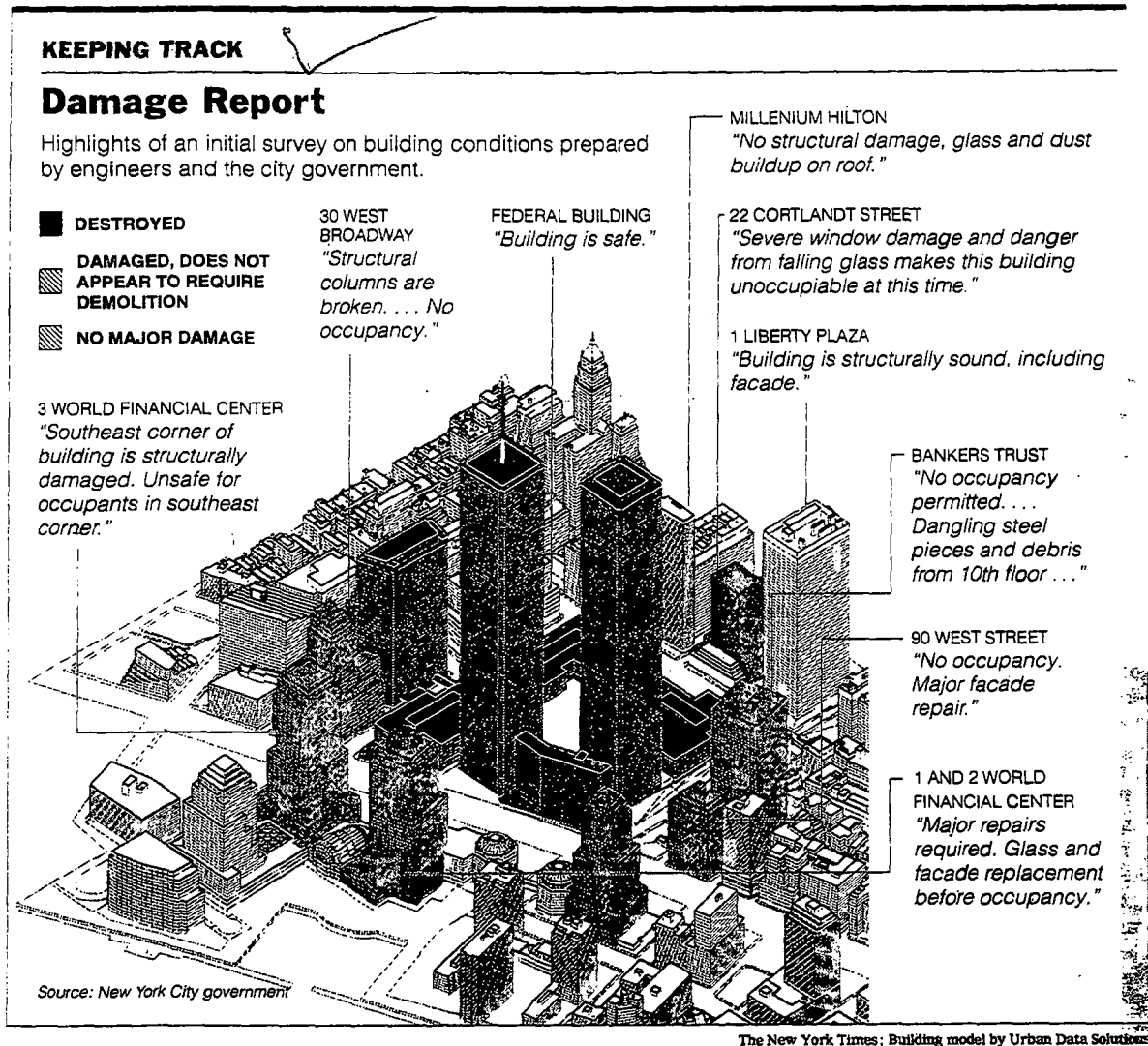
"Jack be nimble,
Jack be quick,
Jack jump over the candlestick."

A study finds no need for extensive demolition.

erage, about 2,000 workers, using everything from large cranes to metal cutters, are at the site each day, removing debris and preventing damaged facades from tumbling. For example, a beam from one of the World Trade Center towers pierced the facade of 3 World Financial Center, and workers have tied it down until it can be safely removed.

The building assessment and cleanup effort is led by Michael Burton, executive deputy commissioner, of the city's Department of Design

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Engineers . . .
P. 3073

THE SUBWAYS

Damage on Lines Near Towers Is Less Than Officials Feared

By RANDY KENNEDY

The president of New York City Transit toured subway tunnels yesterday near the worst devastation from the World Trade Center collapse, and reported that the N and R lines, thought to be extensively damaged, had not been pierced by falling steel beams, as earlier thought. But transit officials cautioned that their original projection of those lines running normally in a few weeks was probably too optimistic.

Around the rest of the city, there were small glimmers that transportation was inching closer to normal. The Brooklyn Bridge, which has been closed to private cars since the disaster, will partly reopen today, with two Manhattan-bound lanes back in use. Brooklyn-bound lanes on the bridge are still closed to make travel easier for emergency vehicles, as are the Holland Tunnel and the Brooklyn Battery Tunnel.

The best news for city car owners was undoubtedly an announcement by the city transportation commissioner, Iris Weinshall, that alternate-side parking rules would be suspended indefinitely. "If they have to move their car, they take it to work," she said. "And we don't want that to happen."

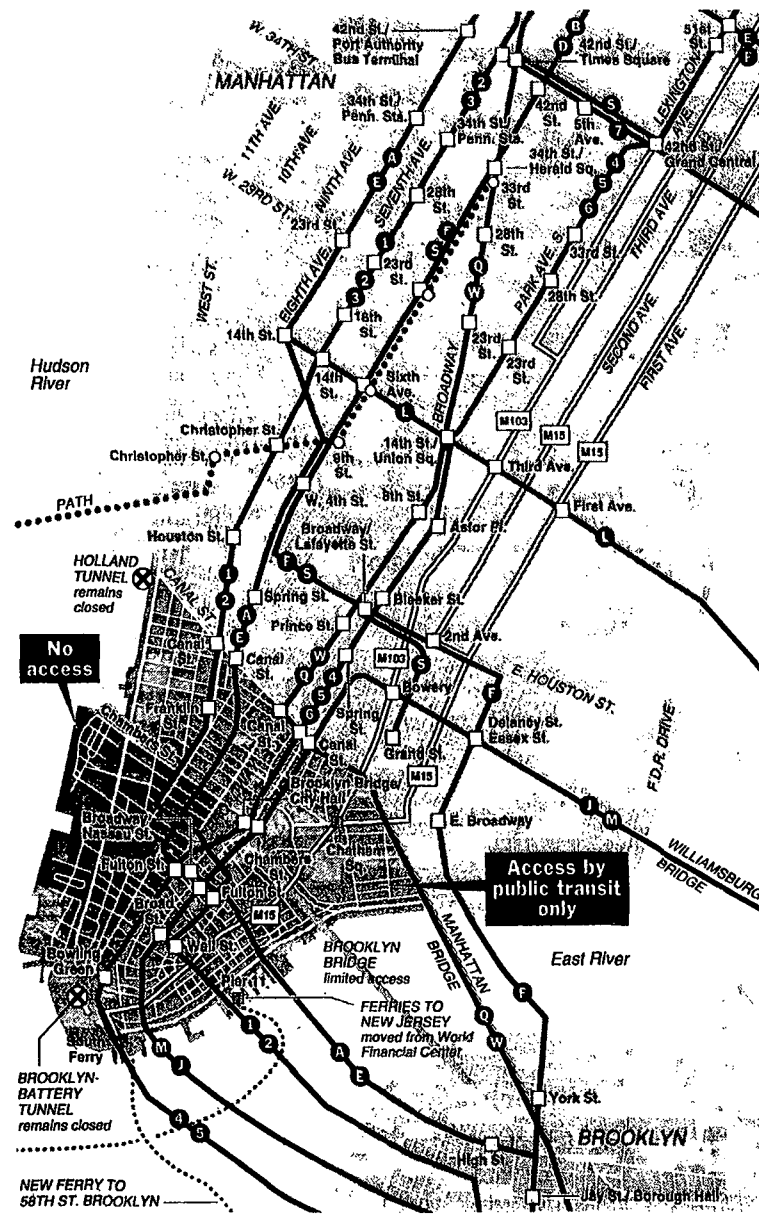
In the subway, officials were buoyed by the relatively good condition of the N and R tunnels, but they were still trying to determine whether there was hidden structural dam-

age. They were also moving sensing equipment underground to measure vibrations from cranes and other heavy machinery that are moving debris away from the street above.

Al O'Leary, the chief spokesman for New York City Transit, said that initial plans to reopen the line in a few weeks were being reconsidered. "We're not in a good position to say how long it's going to be out," he said, "because we don't know how long the work is going to take on the street, and that has a direct effect on the subway."

But over all, the damage to the system near the trade center was not as bad as had been feared. At the World Trade Center station on the E line, an inspection of the platform found very little damage. In fact, even the glass doors leading out to the mall area beneath the trade center were unbroken. "Given the potential for what could have been lost there long-term," Mr. O'Leary said, "it's kind of amazing."

The most lasting effect from the collapse will be to the 1 and 9 line, whose tunnels appear to be collapsed for about 1,000 feet just east of where the towers fell. Lawrence Reuter, the transit agency president, and other officials toured those tunnels south of the Cortlandt Street station, walking north, and found not only a solid wall of steel and crushed concrete near the station, but also other damage, such as a steel beam that had punched through the street.



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SERVICE

Changes in Affected Lines

Subway lines with service that has been altered:

A Normal service, except that the Chambers Street station is skipped and the line now makes stops at the 163rd Street and 155th Street stations in Manhattan.

C Not running. In Brooklyn, C service has been replaced by the E.

E Operates as the C. Skips the Chambers Street station and runs local to Euclid Avenue in Brooklyn.

M Instead of terminating at Broad Street in Lower Manhattan, the line runs local to 95th Street in Brooklyn, temporarily replacing the R line, whose tunnels in Lower Manhattan are

being repaired.

M Instead of terminating at Broad Street in Lower Manhattan, the line runs local to Coney Island in Brooklyn, temporarily replacing the N line, whose tunnels in Lower Manhattan are being repaired. The M will run to Manhattan at all times during the diversion.

Q Normal, except that it temporarily replaces the R along Queens Boulevard to the Forest Hills/71st Avenue station. The Q will run local from the 57th Street/Fifth Avenue station to Canal Street in Manhattan. The Q express, designated by a diamond symbol on the train, will run special extra service, making express stops from the 57th/Seventh Avenue station to Brighton Beach during rush hours and middays.

R Service is temporarily replaced by the J in Brooklyn and the Q in Queens.

W Normal, except that it runs local in Queens and in Manhattan from the 57th Street/Fifth Avenue station to Canal Street. Instead of terminating in Brooklyn on weekends, it now runs at all times to Manhattan and Queens.

Z Service is temporarily replaced by the J.

1 During the day, it now operates along the No. 3 line, making all stops from 242nd Street in the Bronx, through Manhattan, to New Lots Avenue in Brooklyn. At night, it will terminate at 14th Street in Manhattan.

2 Normal, making all stops except Chambers Street and Park Place in Manhattan.

3 Now terminates at 14th Street in Manhattan. For Brooklyn service, change to the No. 2 or No. 1.

4 and 5 Normal except that they do not stop at the Wall Street station.

Damage . . .
Page 2

What is open, where to find it

The following facilities will be open or closed today:

Public schools: All public schools will be closed today and tomorrow in observance of Rosh Hashanah. However, all public schools are scheduled to open Thursday, with Stuyvesant High School and seven other city schools near the World Trade Center site at new locations. Students at these schools will report to class Thursday at the following new schools and times:

Stuyvesant students report at 11 a.m. to Brooklyn Technical High School, 29 Fort Greene Place, in Brooklyn.

Public School 89 students should report at 8:40 a.m. to PS 3, 490 Hudson St.

Intermediate School 89 students should report at 8:40 to IS 70, 333 W. 17th St.

Students of PS 150 in Manhattan should report at 8:40 a.m. to PS 3, 490 Hudson St.

PS 234 students should report at 8:40 a.m. to PS 41, 116 W. 11th St.

High School for Leadership and Public Service students should report at 10:30 a.m. to Fashion Industries High School, 225 W. 24th St.

High School of Economics and Finance students should report at 1 p.m. to Norman Thomas High School, 111 E. 33rd St.

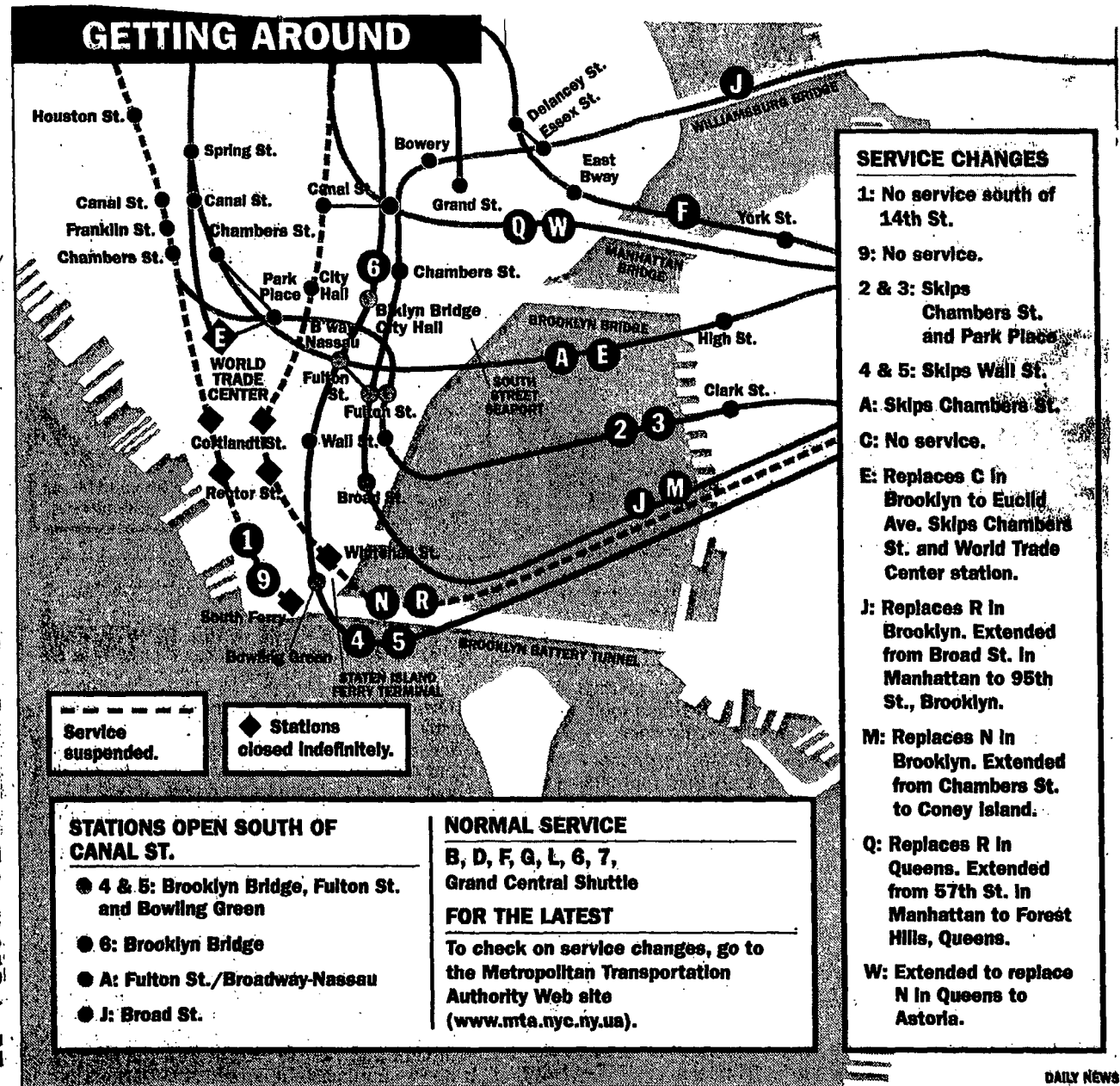
Students of PS 721M at Stuyvesant should report at 8:30 a.m. to PS 79M, 55 E. 120th St.

Murry Bergtraum High School students will return at the regular time Thursday.

For more information on school sites and schedules, call the parents' hotline at (718) 392-8855.

Mail: Delivery will be made today to 10038; still no delivery to Manhattan zip codes 10004, 10005, 10006, 10007 and 10280. Residents can pick up their mail at the main post office, 380 W. 83rd St., between Eighth and Ninth Aves. For more information, call (212) 987-8585.

Streets: South of Canal and west of Nassau remains closed to all nonemergency auto and foot traffic.

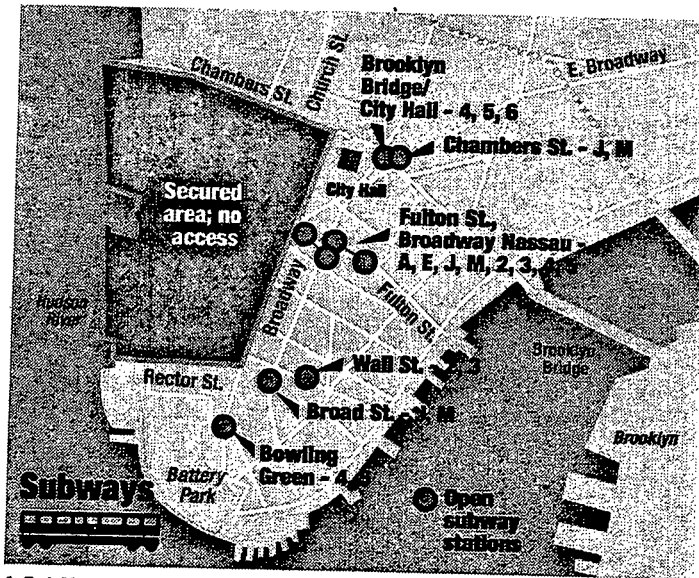


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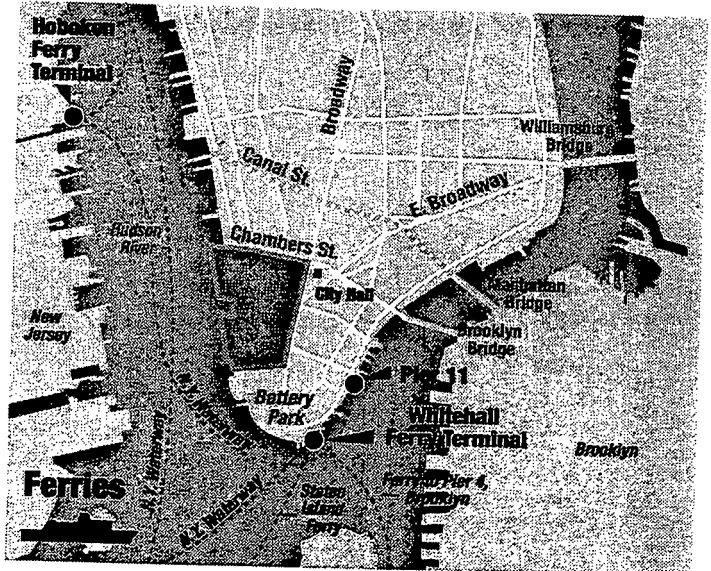


ATTACK ON AMERICA

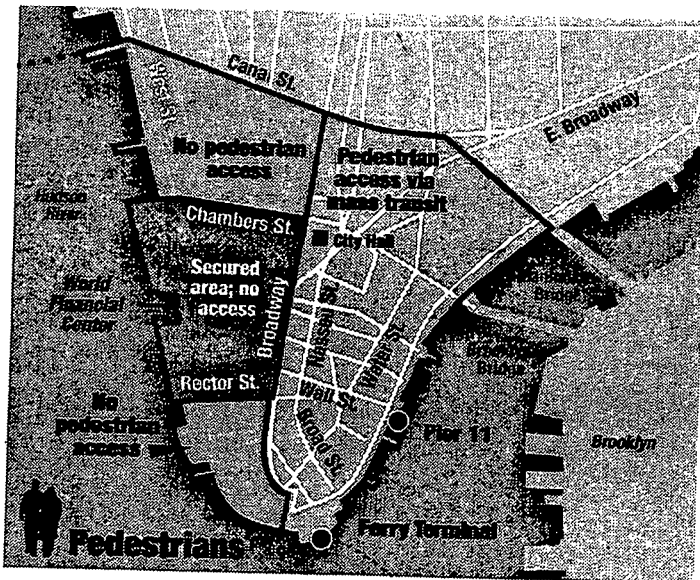
SUBWAY SLOWDOWN



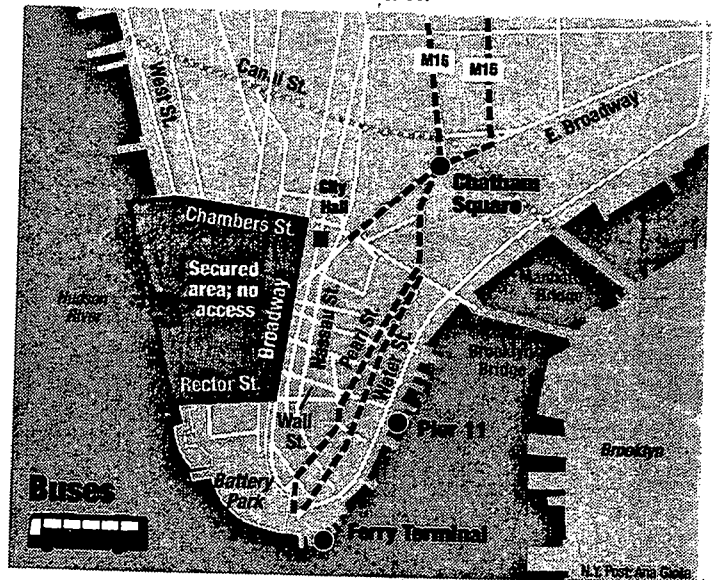
A, E, J, M, 2, 3, 4, 5 / Fulton St.-Broadway Nassau
2, 3 / Wall St;
J, M / Chambers St., Broad St.
4, 5 / Bowling Green
4, 5 and 6 / Brooklyn Bridge, City Hall



Between Pier 4 at 58th St. and 1st Ave. in Sunset Park, Brooklyn, to the Whitehall Ferry Terminal in Manhattan. The ferry runs one-way to Manhattan 9 a.m. - 3:30 p.m., returning 3:30 p.m. - 9 p.m. Staten Island Ferry has returned to full service. New York Waterway ferry service from terminals in Weehawken, Hoboken and Jersey City to W. 38th St. and Pier 11.



Able to walk in some areas of lower Manhattan. Signs have been posted and police officers will be directing. Pedestrians can also walk over the Brooklyn Bridge, which remains closed to non-emergency vehicles. Battery Park City access to residents with ID only.



Private and public express bus routes to lower Manhattan will serve new stops created along Water and Pearl streets (except for X3 from Staten Island and X25, X90 and X92 in Manhattan, which are not running). The local M15 to and from South Ferry and M103 to and from Chatham Square are also making some stops.

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Rough go for riders headed downtown

By TOM TOPOUSIS,
BRAD HUNTER
and LORENA MONGELLI

Straphangers heading through the Financial District yesterday were stuck in a subway shuffle, forced to switch two and three times to navigate a makeshift system.

With two major subway systems in lower Manhattan down for the count since the World Trade Center disaster, Transit Authority engineers worked feverishly to reroute commuters onto little-used lines.

"Things seem to be moving really slowly this morning," said a woman inching off a packed train at the Bowling Green station. "I'm sure things will eventually get back to normal."

But normal is a long way off.

N and R service is out for what is likely to be weeks, replaced by the W and Q in Manhattan and Queens and by the J and Z in Brooklyn.

Meanwhile, the 1 and 9 lines below Canal Street won't be running for years — the tunnels collapsed beneath the World Trade Center.

"The prognosis for the 1 and 9 is bad," said TA spokesman Al O'Leary. "It's a long-term loss."

O'Leary said the TA stepped up service on the alternate routes replacing the N and R. The W, J and M trains are now running more frequently and around the clock.

Subway ridership yesterday wasn't particularly heavy because of the Jewish holiday, which continues today. TA officials expect their first full-scale rush hour tomorrow morning.

Traffic around the city was below normal for a weekday, but backups at the Lincoln Tunnel reached 90 minutes or more because of heightened security and the closing of the Holland Tunnel.

"The Holland Tunnel is fine, we're just waiting for the city to tell us when they're ready for us to reopen it," said Steve Coleman, a spokesman for the Port Authority.

The Brooklyn-Battery Tunnel remained closed, with the exception of express buses. The Brooklyn Bridge was open only for pedestrians. All other bridges and tunnels are open in both directions.

Police kept a close eye on the pedestrian walkways across the

historic span, which at morning rush hour were eerily quiet.

The worst traffic backups occurred on the Gowanus Expressway, caused by the closings of the Brooklyn-Battery Tunnel and the Brooklyn Bridge. City officials are pleading with drivers to take ferries or trains.

Two city bus lines, the M15 and M103, have been hauling loads of workers into the Financial District.

"The only thing that's hard is that there are no designated stops and you have to flag the buses down," said Jill Savarese, an administrative assistant from Staten Island.

With PATH train service to lower Manhattan canceled indefinitely, rail commuters from New Jersey either took the PATH to 33rd Street or joined a growing number of ferry riders across the river.

More than 50,000 people took Hudson River ferries yesterday, about 15,000 more than usual,

said New York Waterway spokesman Pat Smith. Ferries docked at West 38th Street and Wall Street.

"We still have more capacity, if more people want to get out of their cars and take the ferry," said Smith.

The New York Waterway ferry remains the only direct link from New Jersey to the Financial District in lower Manhattan.

Staten Island Ferry ridership was down about 20 percent. But a new city-operated ferry from Bay Ridge to the Whitehall Terminal was expanded yesterday. More than 1,200 took the free ferry on its first day.

In a bid to boost morale among subway riders and transit workers, Gov. Pataki yesterday rode the 6 train from 51st Street to the Brooklyn Bridge station, where he greeted commuters.

Some big changes coming your way

By TOM TOPOUSIS

The destruction of the Twin Towers by terrorists laid waste to a major transportation hub and will impact the way commuters get to work in lower Manhattan for years to come.

PATH trains that once carried 70,000 New Jersey commuters a day to the World Trade Center will be lost for years. The 1 and 9 subway lines, which hauled thousands more downtown, will also take years to rebuild.

"We have 1,000 feet of tunnel and a station that have collapsed," said Transit Authority spokes-

man Al O'Leary.

The best news is that the N and R lines will probably only be closed for weeks.

O'Leary said the N and R, a block east of the 1 and 9 lines, weren't severely damaged.

Meanwhile, transportation planners trying to solve the problem of getting people across the rivers are turning to one of the city's oldest forms of mass transit: ferries.

Ferry ridership across the Hudson has jumped 50 percent. The city has launched a new East River ferry linking Brooklyn and Wall Street.

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Downtown subways slow, steady

New routes succeed

BY PETE DONOHUE
DAILY NEWS STAFF WRITER

Underground was the best way to get around the city yesterday despite occasional confusion, fears and delays.

"It's been a slow ride with a lot of stops in between," said Mark Sotolongo, 28, who made his way from the Bronx to Prince St. in SoHo.

Aboveground, there were bottlenecks at every entry point into the city and cars were banned from streets downtown.

But in the subways, the Transit Authority's weekend scramble to rewrite the subway map and resume lower Manhattan service paid off as its plan worked almost without a hitch.

Extensive damage to stations and tunnels around the Trade Center ruins had led to subways being diverted for days for fear the rumbling could cause more problems for the rescue crews aboveground.

Now the TA has reopened four of the 18 stations south of Chambers St.

Yesterday's subway commute to downtown for the first day back at work since last Tuesday wasn't perfect, but it was better than the gridlock in the streets.

There were plenty of TA workers and police in stations to help riders negotiate the extensive route changes.

"These are all new routes," said one cop. "It's hard for them to adjust."

Transit officials said ridership was lighter than the usual 4 million trips a day.

"It was fine," Scott Ross said of his trip from the upper West Side to his office near Bowling Green. "There were a lot fewer people."

But after a week of suspended service, major delays and reroutings, there was bound to be some chaos.

After painstakingly working through the weekend to restore service to the Fulton St. station — now the key underground link to the battered Financial District — the TA suddenly shut

it down temporarily at the request of authorities. The station is blocks from the disaster zone, and transit officials couldn't explain the closing.

A report of a suspicious package at the Atlantic Ave. station in Brooklyn forced the evacuation of the busy rail and subway hub at 8 a.m., sending commuters scrambling.

No package was found, but for 30 minutes subway service was down. The Long Island Rail Road delayed or canceled 29 trains.

Some commuters — still jittery since last week's attack — decided to walk over the Brooklyn Bridge.

Marion Flynn, 40, of Brooklyn, said she was on an A train when the two jets crashed into the twin towers. She stepped into a war zone but emerged unscathed.

"I'm never going to take the train again," she said. "I'm going to walk and start my day with 20 minutes of serenity. I figured the odds were with me that day. I don't want to push my luck."

Then she conceded she might take the subway to W. Eighth St.

With trains moving slowly and the terrorist attacks on riders' minds, even routine stops between stations raised suspicions.

"On the trains every five minutes they were stopping. Normally you wouldn't think anything of it, but now you do," said Heather Lane, 37, a receptionist who rode a 2 train downtown.

Fran Tripp, 49, of Queens, said many aboard an elevated 7 train in Queens averted their eyes from the shattered skyline, where smoke hovered over the destruction site.

"Everybody was very quiet," she said. "The commute was sad."

DAILY NEWS • Tuesday, September 18, 2001

At the Site, Little Hope Of Uncovering Survivors

The Chance Is Small, Giuliani Says

By SUSAN SACHS

With little more than mammoth knots of steel and pulverized concrete remaining of the World Trade Center, officials acknowledged yesterday that it was unlikely that anyone in the buildings, even in the underground concourses, had survived the inferno of the towers' collapse last week.

"We have to prepare people for the overwhelming reality that the chance of recovering anyone alive is very, very small," Mayor Rudolph W. Giuliani said. "We still hope and pray, but the chance is very, very small."

It was the bluntest assessment yet from the mayor about the fate of more than 5,000 people still listed as missing in the trade center attack.

A survivor was wrenched out of the rubble last Wednesday. Only bodies or parts of bodies have been recovered since.

One encouraging bit of news, at least for the investigation, came late yesterday, when a law enforcement official said the "pinging" of a black box from a hijacked plane might have been detected.

"They are picking up some pinging, but there is so much stuff on top of it, including ironwork, that it will take some time for them to get to it," the official said.

Mr. Giuliani's grim appraisal of the search efforts foretold an impending shift in operations at the site of the devastation, away from the careful raking of debris in search of body parts to a more straightforward demolition job.

Seven days after the disaster, contractors clearing rubble at the site said they had yet to reach even the area where the twin towers had stood, except occasionally with the aid of mechanical talons at the ends of huge cranes.

The city's fire commissioner, Thomas Von Essen, said the search and rescue operation at the scene had not yet changed. Then he added, "But it will, we believe, in a few days, if we continue to find what we're finding when we penetrate."

Neither he nor the mayor would say what rescuers had found when they penetrated the indescribably dank and dark crevices of the debris.

"I think when we get closer to that," the mayor said, "we'll explain that."

At the collapse site — a 16-acre moonscape of twisted steel, gutted buildings and pyramids of crushed concrete — the atmosphere was already different as the giant metal claws of heavy equipment began attacking mounds of debris.

Fresh reinforcements have replaced the soot-coated police officers and firefighters who, just a day or two ago, sagged into abandoned chairs on the edges of the rubble. The gray dust that coated the sidewalks has been swept and hosed away.

The frenzied activity of the early days, sometimes fueled by sheer will and hope, has become a determined but systematic routine. Most of the bucket brigades, weary men who stood shoulder to shoulder passing five-gallon pails of debris out of the smoldering piles of wreckage, have disbanded. Their white and orange buckets have been stacked along the perimeter of the devastation.

Even the fires that burned beneath rubble piles were spent. Most of the smoke and dust that shrouded the area with a stinging pall had all but dissipated, laying bare the trade center's deformed remains.

What the workers have found has amazed and appalled them: sky-

*Within the rubble,
pinging is detected,
perhaps from a jet's
black box.*

scrapers built of several millions of cubic yards of concrete seemed to have ground themselves into dust.

Most of what they have seen on the exposed layers of debris has been pieces of the aluminum face of the towers and mangled steel. They have not seen many chunks of concrete.

The scene underground apparently is just as devastating.

Transit officials estimated that 1,000 feet of the No. 1 subway line tunnel beneath the World Trade Center, including the Cortlandt Street station, had collapsed.

"We see debris floor to ceiling, wall to wall," said Al O'Leary, the chief spokesman for New York City Transit.

The Rector Street Station on the No. 1 line was also damaged, officials said, but was not structurally unsound.

They said the Cortlandt Street station on the N and R line was also severely damaged and had structural problems. Although falling steel beams appeared to have pierced tunnels at that station, they predicted that repairs could be completed on the line in a few weeks.

Mr. Von Essen, in a briefing, gave

a grim view of what the levels below the trade center towers might look like, saying firefighters have been unable to penetrate fully to the underground shopping concourse.

"We're finding in some areas where there might be a void, the level of heat is so much that no one would have been able to survive," he said. "I just don't want to say yet that we've exhausted all of our abilities to reach every area that we think might be possible. So I just need a little bit more time."

On the surface, the street-level plaza that once covered part of that concourse between the twin towers is now a gaping hole. The site has been divided into four rough quadrants and assigned to different contractors and heavy equipment operators.

At the western edge of the site, crews finally managed to clear West Street of debris from a collapsed pedestrian bridge, allowing bigger cranes and excavators to be brought closer to the pile of compacted wreckage that once was 2 World Trade Center.

But tremendous mounds of rubble, mainly from the destroyed Marriott Hotel, still separated workers from the base of the downed tower, the southernmost of the two 110-story twin towers that were pierced by hijacked airliners last week.

The rubble stands as high as a six-story building, said Peter Marchetto, president of Bovis Lend Lease, a New York City construction company that has been assigned the southwest quadrant.

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At the

"The buildings came down and spread out to West Street and in every direction," he said. "To get to the towers you now have to work your way in. That's what everybody has been trying to do, to work their way in."

His crews are still 100 feet away from the tower, but can now use a new wave of heavy equipment, including cranes that can reach across the debris and try to pick out the gnarled masses of steel.

Clearing away the debris to get to the physical foundations of the southern tower could take up to two months, Mr. Marchetto said.

At the northwest corner, three construction companies are working to clear the damaged or destroyed buildings standing in the way of access to parts of 1 World Trade Center, the northern tower.

Two buildings, 5 and 6 World Trade Center, have essentially been gutted by fire, said Peter J. Davoren, a senior vice president of Turner Construction Company. The rubble that once was 7 World Trade Center, a building believed to have been evacuated before it was hit by debris from the collapse, is still burning. By late yesterday, crews working from baskets suspended by cranes over 7 World Trade Center were cutting

lengths of twisted steel to be removed.

"You're going to see a lot of the smaller machines, the ones that we were using for search and rescue to pick through areas, leave," said Anthony Novello, an owner of Nacirema Industries, a company working in the northwest quadrant. "Now you're going to see the big ones, the 220,000-pound machines, that are not made for the gingerly removal."

Complicating the work at the scene are potential health hazards.

The magnitude of work still to be done is staggering. Mayor Giuliani said yesterday that 49,553 tons of debris had been transported to the Fresh Kills landfill from the site.

Ted Monette, the federal coordinator of the cleanup, said experts estimate that 1.2 million tons of debris would have to be removed. The job could take six months.

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Hit the



Edward Keating/The New York Times
A worker stood next to heavy equipment of Nacirema Industries engaged in search and rescue yesterday at the trade center collapse site. Efforts are shifting toward demolition removal.

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THURSDAY, SEPTEMBER 20, 2001

For a City Still in Shock, Picking Up Life's Routine

By KIRK JOHNSON

Tony Muzi, a 42-year-old accountant at HBO in Midtown Manhattan, went for a run on his lunch hour this week. A man named Mark ate a salad in Bryant Park. Jim DeLorme, an auto mechanic and amateur artist from Point Pleasant, N.J., came into New York to sketch on his day off.

Insignificant things, perhaps, especially under the dark shadow cast by the attacks on New York and Washington. But in a city and a nation where millions of people are trying to find the rhythm of life again after the shock and horror of last week, tiny moments like these — each marking the resumption of life, interrupted — are also immensely powerful. They mark, people say, a glimpse of something beyond grief.

"You've got to start somewhere," Mr. Muzi said as he stretched, preparing for his run.

There is no clean and simple answer to the question of how New Yorkers will collectively and individually find their way back to the small joys of life. Perspectives are clouded, and many people share the sense that normal patterns might not return at all. Some people who did not lose a friend or a spouse or a job feel guilty for laughing too loud in public or enjoying a deliciously cool night on the cusp of fall. Some feel shame for whatever it was about America that would fuel the unbounded, murderous hatred of the attacks.

But there is also a groping, lurching, hesitant effort to find the turning points, the keys, the once insignificant-seeming routines that might allow the first steps beyond mourning and shock, or the new habits that might now make sense. In dozens of interviews across the city, people talked about small things that have become big things — moments that capture a continuity of the old reality and the new.

One woman, in resuming her walks in the city, said she tried to imagine a window through which it might be possible to see, if not quite feel yet, a sense of happiness.

"I'm concentrating on getting to work on time, and last night my kids did their homework — for right now, that's enough," said Alex Ander, 36, a security guard who lives with his family in Long Island City, Queens.

Some people, like Mr. Muzi, are looking for turning points within themselves. Others, in tiny flickered signals of eye contact that can be felt everywhere from the subway to the local corner deli, seem to be seeking reassurance from others that it might be all right to emerge, just a little, back into the sun.

Mark, the Bryant Park salad man, who declined to give his last name, said that in the world before the attacks, he ate a salad nearly every day in the park and never thought about it at all; but now, he said, it felt entirely new and quite special.

Gloria Mendelbaum, a retired New York City public school English teacher, said she had "taken some solace from Mozart — his Requiem." Ms. Mendelbaum, 69, who lives in Queens, said she had tried Verdi's Requiem as well, but somehow the Verdi was too intense to bear.

Mayor Rudolph W. Giuliani said at a news conference last weekend that he would attend a wedding, and look for joy there in the symbols of a hopeful future.

"You have to focus on the good things in life and you have to go," Mr. Giuliani said. "You have to go and participate in the good things."

Jordy Rosenhek, 25, a salesman for a wholesale and retail seafood supply company in Manhattan, said he saw hope in the number of strangers who were spontaneously striking up conversations these days.

"People are looking to each other — they're looking to see if it's all right," he said.

Mr. Rosenhek, standing on a street corner on Manhattan's Upper East Side and squinting into a brilliant sunny sky, described, for example,

Finding a glimpse of something beyond all- consuming grief.

an eccentric customer who had been, until last week, mostly the subject of jokes.

One day a week, like clockwork, she would come into the store and buy exactly \$1.50 worth of mussels — no other purchase and never more than \$1.50. No one asked about her life, or cared, he said.

This week, she came in again, and again she bought her mussels, but this time, she told Mr. Rosenhek about her life, and how she had worked at 7 World Trade Center, and how she had made it out. Mr. Rosenhek said he realized in the middle of it all that he had been changed by the city's crisis too, perhaps as much as she had.

"I'm really more interested in people now," he said.

Dennis McFall, for the first time in many years, was writing a song lyric on the steps of the New York Public Library. A former musician, Mr. McFall, 40, was working on the 85th floor of 2 World Trade Center — doing information technology for a law firm, Harris Beach — when the attacks came. Five co-workers in the 120-person firm were lost.

"I just started writing a couple things down, verses, expressing what I feel," he said. "It lets it out a little bit."

And then there are the parents who have been driven back out into the world by their children.

Diane Miller, a psychologist who

lives on Manhattan's Upper East Side, said that if not for her 3-year-old son, Jonathan, she would be "a wreck." Shielding him from the horror of what has happened, she said, means acting as if things are normal. So on Monday, mother and son

went to F.A.O. Schwarz, the huge toy store on Fifth Avenue, even though Dr. Miller said she quavered just going past the nearby Trump Tower, because all tall buildings now fill her with dread. She said that perhaps if she adopted the habits of happiness,

it might eventually become real.

"If it wasn't for him I'd be hiding in my room with my survival kit," she said. "He pulls me back into the mainstream, into the world before."

Jonathan, meanwhile, who has developed in recent months what Dr.

Miller said was a deep and unexplained fondness for New York City Transit buses, was in no mood to wait around for a lot of deep-thought conversation about loss and recovery.

"I want to go to for a bus ride!" he shouted repeatedly from his stroller.

New York Times

Attacks Strike Hard at States' Economies

By PAM BELLUCK

The terrorist attacks last week are beginning to deal a blow to state economies, damaging tourism and travel-related industries, chipping into sales tax revenues and, with the prospect of war on the horizon, throwing many states into uncertainty about their economic future.

States across the country, many already struggling in a slowing national economy, are considering dipping further into rainy day funds or making deeper cuts in budgets already stripped to the bone.

"We had a number of states that were already concerned about their budgets and their revenues," said Don Hunter, manager of information and membership services for the Council of State Governments. "What has happened is that this series of events has removed even more of their revenue base. This can become a very difficult cycle because states are already facing difficulties and we are seeing reductions in employment. Now we're going to see even more."

In Louisiana, for instance, state officials have canceled a \$2.5 million tourism campaign.

And the state is concerned that cotton, soybean and sugar-cane farmers may have lost crops because crop-dusters were banned from flying for a week after the attack.

In Iowa, Gov. Tom Vilsack is putting dozens of travel requests from state agencies on hold, and he plans to announce budget cuts on Thursday.

In Indiana, Gov. Frank L. O'Bannon has asked all departments to look at their budgets to find cuts.

In Idaho, where the attacks have already cost the Boise Airport \$200,000 in revenue, the state is bracing for tens of millions of dollars in lost tourism by the end of the year.

In Nebraska, Gov. Mike Johanns has called a special legislative session for late October to grapple with a budget shortfall that is expected to get worse in light of last week's catastrophe.

"It will change the spending that the state does, no doubt," said Chris

Peterson, a spokesman for Governor Johanns. "Our own economists in the state government and others are signaling that the terrorist attacks provide a great deal of uncertainty in revenue projections for the next few months. The governor has said that this is something we have to face, and that's why he has been so up front about calling the special session."

The effects of last week's attacks are acute in states that rely on tourism and air travel.

"I'm concerned uniquely about Florida's economy as it relates to this because commercial aviation is a lifeblood for our state," Gov. Jeb Bush said.

In Hawaii, with its multibillion-dollar tourism industry and dependence on air travel, hotel occupancy is down sharply, and Gov. Benjamin J. Cayetano plans to meet with lawmakers and representatives from the airline, tourism, banking and retail industries on Wednesday to find ways to protect the economy.

Many states are predicting ripple effects that go well beyond the tourism and travel industries.

They worry about effects on sales tax revenue if consumer spending does not recover. They are concerned that a war will cause wide swings in oil prices and changes in federal aid to states.

And states with large military bases, like North Carolina, are worried that a decision to send thousands of troops overseas could depress the economies of the base communities.

Several other states are forming task forces or calling meetings to consider the effects of the attack. But for now uncertainty reigns.

"It is essentially an impossible question to answer almost because of the fact that we've never been here before," said Arturo Perez, a budget specialist with the National Conference of State Legislatures.

"The next closest thing to this would be the Persian Gulf war," Mr. Perez said. "That was the last time states faced so much uncertainty with regard to their economies."

States that depend more heavily on tourism and travel will undoubtedly suffer more in the short term, Mr. Perez and others say.

Many companies are curtailing travel for their employees. Such decisions affect a variety of businesses like rental car agencies and restaurants.

One example, Mr. Hunter said, was his organization's decision, "because of security concerns and travel problems," to cancel its annual meeting this week in Anchorage.

The loss of the 2,000 people who were expected to attend "is going to have a tremendous effect up there," he said.

In Utah, where skiing and other vacation activities are vital to the

economy, "we're seeing cancellations of hotel reservations around the southern Utah national park areas, as well as smaller convention and business meetings," said Spence Kinard, assistant director of the

More budget cutting and dipping into rainy-day funds.

Utah Travel Council.

Mr. Kinard said the state was also worried about the effect on the 2002 Olympics in Salt Lake City.

"I think the economy poses as great a threat to the Olympics right now as does terrorism," he said.

States where airlines or airports are big employers will also suffer immediate setbacks.

United Airlines announced today that it would lay off 20,000 workers.

echoing a decision by Continental Airlines to furlough 12,000 employees and the announcement that Midway Airlines was shutting down for good.

"If you're a state that has airport hubs, like Texas, with American in Dallas and Continental in Houston, you'll be seeing some unexpected layoffs you did not count on in macro-economic forecast," Mr. Perez said.

But over the longer term many states are worried that slumps in sales tax from lower consumer spending will have a spiraling impact on the economy.

"There is a lot of concern about consumer confidence and consumer spending that will potentially dampen sales tax collections," said Jean Ross of the California Budget Project, a nonpartisan organization that tracks the state's finances.

David Bronner, chief executive of the Retirement Systems of Alabama, a \$26 billion pension fund, said: "I think before the terrible tragedy Alabama's economy was heading toward a recession. Since the tragedy has taken place I think we are in a recession, and it will hurt Alabama more than most places because of the dependence on sales taxes."

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HACKS.....

Ed Richardson, the Alabama school superintendent, said the government would almost certainly spend less on schools in the next fiscal year, which begins Oct. 1, and possibly the year after that as well.

And several states are concerned about the impact of war, including the deployment of military overseas and the effect on gasoline prices.

"It's certainly going to have its costs in terms of the diversion of certain manpower from private to military use," said James LeBas, chief revenue estimator for the Texas comptroller's office. "In the short run we can expect to see oil prices higher than before, and if the conflict continues there will probably be continued upper pressure."

No state has announced budget cuts yet, but several expect to soon.

"Some of the plans we announce on Thursday will reflect what has happened in the country," said Joe Shannahan, press secretary for Governor Vilsack of Iowa.

"Right now I can't say how much it's going to affect what happens or what cuts are made, because we're still planning," Mr. Shannahan said. "What we know is that we have got to do something. We can't continue to work in the same way."

And in Indiana, Andrew Stoner, a spokesman for Governor O'Bannon, said, "We're putting the brakes on all spending right now and looking for ways to make more cuts so we won't be hit with something unexpected when our revenues don't match the spending we've been doing."

Then there is the toll on cities that became pivotal pieces of the terrorist attacks. In Boston, where the flights of two of the hijacked airliners began, hotel occupancy this week was about 45 percent at a time when occupancy usually hovers at 90 percent to 95 percent, said Patrick Moscaritolo, director of the Greater Boston Convention and Visitors Bureau.

Three conventions scheduled for September have been canceled, partly because the organizers did not know when the airport would reopen. Each would have filled at least 2,000 hotel rooms a night.

"The short-term corporate meetings business pretty much has dried up," Mr. Moscaritolo said. "Companies that already were under pressure to reduce costs are now going to accelerate. You're going to see even more cutbacks."

Mr. Moscaritolo is hopeful that at least some Americans will be drawn to Massachusetts because of landmarks that connect Americans to their revolutionary past.

"You can sit in the Old North Church and visualize hanging the lanterns; you can walk through Paul Revere's house and touch it," he said.

Patriotism might be the state's biggest draw right now.

NY Post
9.19.01

Army of workers tackles grisly task at S.I. landfill

By PHILIP MESSING

In one of the biggest evidence searches ever attempted, hundreds of cops, firemen, volunteers and others are carefully combing through tons of World Trade Center rubble at a Staten Island landfill.

At the Fresh Kills landfill — a barren setting that now looks like a lunar landscape — men in white jumpsuits, yellow boots and purple respirators rake over pieces of debris to find thousands of items ranging from charred Fire Department helmets to scorched shoes.

They've also separated from the rubble at least

100 cars, vehicles from 10 fire ladder companies and five engine companies, and a .40-caliber gun, like the ones used by Port Authority police.

They've also found body parts, including a head.

"It's a corporal work of mercy. These people humble me," Deputy NYPD Inspector James Luongo said of the massive effort.

As thousands of seagulls circled above, Police Commissioner Bernard Kerik and Chief of Detectives William Allee yesterday toured the bleak site, located on 130 acres of the 3,000-acre landfill.

Among the 300 to 400

people involved are about 100 city detectives, 35 to 40 FBI agents, and representatives of the Secret Service, National Transportation Safety Board, Immigration and Naturalization Service, Bureau of Alcohol, Tobacco and Firearms, and Sanitation Department.

At one part of the sprawling site, firefighters are pulling apart cars, using the "jaws of life," then examining parts and vehicle identification numbers.

"We're trying to find out who they belong to," said Peter Cassidy, who is 20 days from retiring after 30 years in the Linden, N.J., Fire Department.

As of yesterday morning, searchers had processed 50 tons of rubble.

Hanging over the NYPD's crime-scene-unit tent is a badly tattered 10-by-15-foot American flag, from Liberty Plaza near ground zero.

"It's nothing we can ever prepare for," said Sgt. Ray Sheehan, one of nine members of the crime-scene unit.

"Sometimes you find an arm, sometimes a toe," he said.

"You've got to try to be professional, to not concentrate on the [victims].

"But when you go home at night, you've got to hug your kids," Sheehan said.

Trash Transfer To New Jersey Is Postponed

NYTimes
9.19.01

Attorney General Report Sees an Ethics Problem

By ERIC LIPTON

New York City's plan to move most of its residential trash out of the region by rail has been delayed, after New Jersey investigators questioned whether Mayor John T. Gregorio of Linden improperly brokered a deal to build a station in Linden where New York's trash would be moved from barges to rail cars.

Since this past spring, when New York City stopped sending its residential trash to the Fresh Kills landfill in Staten Island, almost all of the city's residential garbage has been moved out of state by trucks. To reduce truck traffic, the city within the next several years had hoped to have a contractor build a large trash transfer station in Linden, where more than half of the city's daily load of trash would be taken by barge and then moved to distant landfills on rail cars.

But an investigation by the office of the New Jersey attorney general, John J. Farmer Jr., released yesterday, concluded that Mr. Gregorio had helped secure a lucrative contract for his son-in-law, Domenick Pucillo, who is a part owner of the proposed Linden trash transfer station site.

Mr. Pucillo and his partners are set to make \$8 for every ton of city trash that passes through the site, or about \$1.2 million a month. But they will pay Linden only \$1 a ton as a host fee, an amount that the state says Mr. Gregorio negotiated, apparently in an effort to ensure his son-in-law would make the most profit possible.

"The mayor participated in matters where his son-in-law had a financial interest," the report says.

Mr. Gregorio said he was confident he would be cleared.

"I had nothing to do with the negotiations," Mr. Gregorio said. "And delaying this project is completely uncalled for."

As a result of this investigation, the State Department of Environmental Protection has refused to approve the project, sending it back to the Union County Board of Freeholders.

In addition, the attorney general has asked for a formal state ethics inquiry, saying in a letter to the State Department of Community Affairs, which investigates ethics claims, that "the report raises serious questions regarding the involvement of Linden Mayor John Gregorio in the project."

N.J. trash depot hits ethics snag

New York Post, Thursday, September 20, 2001 nypost.com

A report by the New Jersey attorney general's office alleges that the mayor of Linden negotiated a deal for a \$50 million trash-transfer station that would benefit his son-in-law, a part owner of the site where it would be built.

The report has prompted state Environmental Commissioner Robert Shinn Jr. to withhold approval of the facility until the ethics issues can be addressed.

The report alleges host fees paid to Linden were to be capped at \$1 per ton of garbage collected at the facility, to keep from cutting into lease-holder Dominick Pucillo's profits. The Home News Tribune of East Brunswick reported yesterday.

Pucillo is Mayor John Gregorio's son-in-law.

Waste-disposal giant Browning Ferris Industries plans to build the facility on 16 acres along the

Rahway River and Arthur Kill. It would handle 6,000 to 10,000 tons of New York City's trash.

The trash would then be transferred from barges onto sealed rail cars and hauled out of state.

In January, state Attorney General John Farmer Jr.'s office began an investigation and subpoenaed records from Linden and Tremley Point Marine LLC, the corporation that owns the site.

The state report says Gregorio promoted his son-in-law's proposal at a City Council meeting and did not disclose terms of the lease between BFI and Tremley Point Marine.

Gregorio was not available for comment yesterday. A spokeswoman in his office said he intended to issue a statement on the matter.

The Home News Tribune reported that Gregorio disputes the state's allegations, saying he bowed

out of all city meetings and negotiations on the proposal.

He did concede, as the report states, that he wrote New York City officials in July 1999, expressing Linden's interest in building the facility in its Tremley Point section.

Gregorio said the City Council directed him to write the letter, and Councilman Richard Gerbounka was later assigned the job of negotiating a host fee with BFI. AP

NY Times 9.18.01

E.P.A. Enforcement Nominee Withdraws

By KATHARINE Q. SEELYE

WASHINGTON, Sept. 17 — The Ohio environmental regulator nominated by President Bush to be the top law enforcement official of the Environmental Protection Agency withdrew his name from consideration today.

In a letter to Mr. Bush, the nominee, Donald Schregardus, said he was withdrawing because it was clear that his nomination "will not be considered in a timely manner."

The terrorist attacks have halted virtually all other Congressional business, but even before the attacks last Tuesday the nomination had become highly controversial and was stalled as a result.

Several Democratic senators and environmental groups said Mr. Schregardus had been lax in enforcing pollution laws in Ohio. The Democrats placed a "hold" on his nomination, effectively blocking it from reaching the full Senate for a vote.

The nomination ran into new trouble when the agency itself released a report on Sept. 4 criticizing Mr. Schregardus's efforts to enforce clean-air laws in Ohio. That report prompted Senator James M. Jeffords, the Vermont independent who is chairman of the Senate Environment and Public Works Committee, to order an extensive investigation of Mr. Schregardus's tenure.

The senator, who had earlier supported Mr. Schregardus's nomination because he believed that the president should have the team he wanted, said the review would take a very long time, sending a clear sig-



Neal C. Lauron/The Columbus Dispatch

Donald Schregardus was criticized for his clean-air efforts in Ohio.

nal that the committee was not going to move the nomination forward. While the committee had approved Mr. Schregardus's nomination in August, a procedural snag sent it back to committee this month.

Mr. Schregardus declined to comment today.

Officials said that he recognized that his nomination was in trouble before last Tuesday's attacks on the World Trade Center and the Pentagon but that the attacks had made it less likely that the White House would expend any political capital on the matter, when it had not put much

effort into it in the first place.

"He saw the handwriting on the wall," one Congressional aide said.

Mr. Schregardus is the 16th of Mr. Bush's nominations to be withdrawn. As of last Friday, 235 people had been confirmed and 15 had withdrawn, including Linda Chavez as secretary of labor and Mel Sembler as president of the Export-Import Bank, according to a tabulation by the Brookings Institution. Only one nominee, Mary Gall, whom Mr. Bush wanted as head of the Consumer Product Safety Commission, has been rejected by the Senate.

In late August, Christie Whitman, the administrator of the Environmental Protection Agency, wrote senators a letter asking them to ignore the reports of problems with Mr. Schregardus's tenure and to focus on his successes. But after the Senate reconvened this month, Senator George V. Voinovich, the Ohio Republican who as governor had appointed Mr. Schregardus, blamed the administration for not doing enough to promote his nomination.

Environmental groups, eager to support the administration in the wake of last week's terrorism, had a low-key response.

"We commend Mr. Schregardus for his decision to withdraw," said Maria Weidener of the Earthjustice Legal Defense Fund. "It is the right decision. We hope that the next person nominated to this position by the administration has a record of vigorously enforcing environmental laws."

EPA Nominee Withdraws

THE ASSOCIATED PRESS

Washington — President George W. Bush's nominee to head enforcement at the Environment Protection Agency withdrew his name yesterday after encountering Senate opposition over his roles in opposing some air cleanup measures as Ohio's top environmental officer.

"It is clear to me . . . that my nomination will not be considered by the U.S. Senate in a timely manner," Donald Schregardus said in a letter yesterday to Bush.

Sen. James Jeffords (I-Vt.), chairman of the Senate Environmental and Public Works Committee, had promised to spend months scrutinizing Schregardus' record as head of Ohio's EPA before allowing a Senate vote on the nomination.

Schregardus said in his letter to Bush that he remained proud of his record, which included 17 years with the federal EPA and eight years as director of Ohio's EPA.

White House spokeswoman Anne Womack said

Bush choice faced Senate opposition

Schregardus had not been asked by the administration to withdraw his name. "We continue to believe that Donald Schregardus would have made an excellent enforcement chief at EPA," Womack said. "He made a difficult personal decision in withdrawing his name, and obviously we're disappointed that someone as qualified as he will not be given the opportunity to serve."

On Aug. 1 the Senate panel Jeffords chairs approved Schregardus' nomination to be the EPA's assistant administrator for enforcement and compliance, with dissenting votes from four Democrats.

A month later the EPA released a report faulting the Ohio agency when it was headed by Schregardus

for not implementing part of a federal acid rain program that would have required power plants in the state to spend millions of dollars on new pollutant abating technology.

Some Senate Democrats and environmental groups seized on the report as ammunition in their campaign to defeat Schregardus' nomination.

"I am disappointed that Don has withdrawn," said Sen. George Voinovich (R-Ohio). "The fact is, however, I do not believe he would have received a fair hearing."

A Labor Department administrative law judge ruled in a whistleblower case last year that Schregardus had interfered with an investigation of a cluster of leukemia cases at public schools in Marion, Ohio.

Sens. Barbara Boxer (D-Calif.) and Charles Schumer (D-N.Y.) had said they would block a vote by the full Senate on Schregardus. They cited his efforts to win the dismissal of lawsuits by several states to force power plants to reduce pollutants blamed for acid rain in the Northeast.

Newsday
9.18.01

Power Plant Security Talks

Haunted by last week's terrorism, delegates from 132 nations opened an annual atomic energy conference yesterday in Vienna with calls for tighter security and admissions that little can be done to shield a nuclear power plant from an airborne assault.

Governments, fearing a similar suicide jetliner crash at a nuclear plant, have tightened security outside nuclear power and radioactive waste facilities worldwide in the wake of the attacks on the World Trade Center and the Pentagon.

But Japan, which is heavily dependent on nuclear energy and has 52 nuclear plants, warned nothing can shield the plants from a direct hit from a missile or an aircraft.

At the same time, the world must also "ensure that nuclear materials are never used as weapons of terrors," U.S. Energy Secretary Spencer Abraham told the International Atomic Energy Agency gathering. "We cannot assume that tomorrow's terrorist acts will mirror those we've just experienced," he said.

Newsday
9.18.01

Back-up Plan for Sewers

Residents of Boise, Idaho, who don't pay their sewer bills could be in deep doo-doo—literally.

Seeking to recoup nearly \$1 million in unpaid sewer fees, the city's Public Works Department is preparing to block delinquents' sewer lines.

"Unlike other cities, Boise can't enforce its sewer fees by shutting off the water supply to delinquent customers," says Richard Dees, the agency's operations manager. A private company supplies Boise's water; the city controls only the sewers. And a 1989 decision by the state Supreme Court barred Boise from using property-tax liens to collect overdue utility bills.

So the city enlisted a group of University of Idaho engineering students to develop a temporary sewer plug, funding their year-long research to the tune of \$4,000.

"The plugs that are out there now block off the whole sewer line," explains Chris Reeder, one of the

engineers. "The catch here was that the city needed a plug that could sit in the main line, but plug off only those customers who haven't paid."

The undergraduates' solution: an 18-inch section of pipe with a slightly narrower diameter than a sewer trunk pipe, fitted at both ends with inner tubes. Guided by video cameras, the contraption is installed in the sewer trunk at the intersection of the delinquent property's sewer tributary pipe. Once the tubes are inflated, the delinquent's tributary pipe is clogged, but sewage in the trunk pipe can flow through the narrow pipe.

The city now has a half-dozen of the \$64 devices to fit two different sewer-trunk sizes. Officials intend to use them only after sending several warning letters. Critics, however, are concerned that the city's approach could lead to low-income families living in demeaning conditions.

"If we were convinced that someone was truly unable to pay, then we would not attempt to shut off their service," says Neal Oldemeyer, public works administrative manager.

—Martin Stabe

Governing
magazine
September 2001

All of a Sudden, A Jittery Nation Of Checkpoints

By TIMOTHY EGAN

With National Guard reservists guarding dams and utilities, Coast Guard cutters holding up normal vessel traffic in major ports and public gatherings shadowed by patrols in the air and bomb-sniffing dogs on the ground, a swell of homeland defense not seen since World War II rose across the nation yesterday in response to last week's terrorist attacks.

At the forefront of the new defense measures are Coast Guard patrols and Army and Air Force reservists with a mission to look within the United States for signs of terror. The patrols are searching commercial and recreational boats, flying missions over major cities and helping police the borders.

"We have been violated in a way that the continental United States has never before seen," said John Goheen, a spokesman for the National Guard Association, "and the response is a new kind of homeland defense."

All nuclear power plants and most hydroelectric dams are operating with their highest levels of security, with beefed-up patrols. Seventeen members of the National Guard were deployed yesterday to security checkpoints at Hoover Dam, replacing Interior Department guards that have been at the checkpoints since the attacks in New York and at the Pentagon on Tuesday.

Throughout the country, new protections for transportation and food supplies have been put in place. In Kansas, state authorities debated whether to institute procedures to prevent "bioterrorism," or the threat to contaminate livestock or crops with lethal pathogens.

Nine germ warfare National Guard units, in their first deployment ever, have been sent to select locations. The routines of public life

Continued From Page A1

at concerts, baseball games, offices and synagogues at the start of the Jewish High Holy Days are now subject in many cases to the same kind of security as airports. Backpacks, knives and weapons of any sort are forbidden in many public places. Major League Baseball banned parking within 100 feet of stadiums and ordered more uniformed officers, pregame inspections of stadiums and inspections of deliveries.

Fans who attend the University of Nebraska-Rice football game in Nebraska on Thursday, the first major college game since the attacks, will be told not to even approach the stadium with bags, containers, umbrellas or coolers. Coolers will also be banned at Nascar events.

While major office buildings began screening packages, mail and visitors, few took as drastic a step as one taken by the John Hancock Observatory, in Boston. Officials closed the observatory, on the 60th floor of the company's main tower.

"Every year, more than 400,000 people, virtually all of them unknown to us, visit the observatory," said John Heavey, director of security for Hancock. "Unfortunately, once they are inside, it is very difficult to control or limit their access to other parts of the building."

The Coast Guard, which closed New York Harbor to recreational boats again yesterday, is boarding commercial vessels before allowing

them into major ports, and it is stopping small boats, too. These measures, part of a call on Sunday by Transportation Secretary Norman Y. Mineta to activate reservist port security units in American harbors, also establish a 500-yard security zone around Navy ships.

"We have never done these kinds of security measures, to this extent, any time in our history," said Gary Rives, a Coast Guard spokesman in New York. Coast Guard officials have authorized the new steps to be in place for at least nine months.

Boat traffic was somewhat more normal yesterday in Boston Harbor, which was closed on Sunday while the Coast Guard swept the port and piers for bombs. The Coast Guard had received two bomb threats, officials said. The closing kept two luxury ocean liners, the Queen Elizabeth 2 and the Caronia, waiting outside the harbor.

In San Diego Harbor, officials have boarded and searched more than 300 vessels since the attacks, the Coast Guard said. Most of those boats were recreational.

In Texas, the Port of Corpus Christi, the gateway to large petrochemical refineries, has "doubled the watch," said John LaRue, the port authority's executive director.

"Where we had one person stationed at a particular location, we put two," he said. "We've added people where we didn't have them."

Governors and mayors around the country have taken steps to review emergency procedures and reinforce

security. The New York Legislature passed a bill today modestly extending wiretapping rules in cases of suspected terrorists.

For now, the public seems to be accepting the new restrictions on work and travel.

"Two weeks ago, if you'd have suggested some of these measures, people would have said to stop acting like Big Brother," said Timothy Dimoff, owner of a corporate security company in Akron, Ohio. "Now, it's,

"How fast can you do it?"

Mr. Dimoff said he had been deluged with requests by companies looking to overhaul their security.

Despite the new security, some restrictions were lifted yesterday. The Federal Aviation Administration allowed commercial airlines to resume carrying mail and cargo. Also, the agency allowed small crop dusters to return to the skies.

In Chicago, home of the nation's second-busiest airport, the public

seemed edgy about all the new police and military presence.

"People are panicking and doing things they normally would not do," Officer Matthew Jackson of the Chicago police said, telling of a case in which the police were called to remove three people who were so frightened that they had locked themselves in an airport restroom.

"The bottom line," he said, "is people need to understand you can no longer come and go as you please."

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Technology's Role to Grow In a New World of Security

By WILLIAM GLABERSON

Security experts are describing a new kind of country, where electronic identification might become the norm, immigrants might be tracked far more closely and the airspace over cities like New York and Washington might be off limits to all civilian aircraft.

Yesterday, Attorney General John Ashcroft outlined several proposals, saying, "We should strengthen our laws to increase the ability of the Department of Justice and its component agencies to identify, prevent and punish terrorism."

The proposals Mr. Ashcroft described included measures that would give law enforcement officials expanded electronic surveillance powers, added search authority and new powers to seize assets of suspected terrorists.

Congress has already begun to act on proposals to make wiretapping of computers easier, and a flood of measures is expected that would loosen restrictions on what will effectively be domestic spying.

Legal experts say the courts are unlikely to impose many restrictions on Congress's security decisions. As a result, they say, the country could adopt security measures as stringent as its people will tolerate politically or support financially.

Security experts say technology has presented almost limitless possibilities, including national electronic identification cards.

Each American could be given a 'smart card,' so, as they go into an airport or anywhere, we know exactly who they are," said Michael G. Cherkasky, president of Kröll Inc., a security consultant.

"The technology is here," Mr. Cherkasky said. "These cards in industry are going to spread, and then it's going to spread very rapidly elsewhere."

Such cards, with computer chips, would have detailed information about those they were issued to and would identify them when read by a computer. The cards could be coordinated with fingerprints or, in a few years, facial characteristics, and be programmed to permit or limit access through turnstiles to buildings or areas. They could track someone's location, financial transactions,

criminal history and even driving speed on a particular highway on a given night.

Critics say electronic identifica-

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tion cards combined with other measures could usher in an era of surveillance and suspicion.

Civil libertarians see a major battle ahead because an anxious public may now seem too willing to trade some freedoms for greater safety.

It is not clear, said Bruce Ackerman, a law professor at Yale University, whether that acceptance would continue if people perceived themselves as being searched and watched frequently. Professor Ackerman said some of the proposals being discussed would threaten anonymity.

"It is a profound affront to be metered and measured," he said. "And that is, I think, the debate of the future."

Legal experts say the civil libertarians will find little sympathy in the courts. In World War II, they noted, the United States Supreme Court approved the internment of Japanese-Americans.

When the country is facing war or warlike threats, judges tend to slide in the direction of security, even if it limits freedoms, said David A. Strauss, a law professor at the University of Chicago.

"If history suggests anything," Professor Strauss said, "it suggests the courts will allow the government to get away with a lot. Not quite everything, but a lot more than you would expect."

In interviews, experts on security and terrorism outlined some choices.

Immigration could be more sharply controlled, some suggested, with some people who are admitted being required to report periodically on their activities.

Video surveillance, already growing, could be sharply increased in stores, offices and public places and at public events.

Law enforcement officials could expand the use of personality profiles, possibly including racial descriptions, to identify potential terrorists. They might use such profiles as the basis to search people anywhere they felt terrorism was a possibility.

Intelligence agencies could be directed to infiltrate groups suspected of aiding terrorists. The agencies could also, after a showing of probable cause to judges, vastly increase monitoring of telephone and Internet communications, wire transfers of money and tax records.

Terry F. Lenzner, chairman of Investigative Group International, a corporate security concern, said increased surveillance of the flow of money might have prevented the attacks by identifying people who had received money from Osama bin Laden or other terrorists.

Airport security is likely to be just one area for debate. Armed sky marshals, stronger cockpit doors and new technology for luggage searches are likely to be widely accepted.

But some experts suggested that the country could also adopt a system like Israel's, where security people often interrogate passengers about their travel histories or plans and rifle through their baggage.

John T. Horn, vice president of IPSA International, a security consulting concern, said he favored declaring the airspace over some cities off limits to commercial flights "to give advance warning to cities when there are problems in the air" like commandeered jets.

Some security officials said Americans had yet to focus on the more difficult questions most likely to follow tighter airport security. Once airports and airplanes are more secure, they said, the country will have to consider extending many restrictions to other public places like stadiums, train and bus stations, universities, elementary schools, parks and reservoirs.

Partly because of limits of normal security systems, some experts said, computer technology will be harnessed to make the country safer.

Even if opposition makes a national identity card unrealistic, experts say the attacks will sharply increase adoption of security technology. Some companies already use cards that can identify users by fingerprints and limit access to areas of a building.

Computers record when and where the card is used, and, experts said, the security industry is increasing its reliance on such technology.

Norman Dorsen, former president of the American Civil Liberties Union, who is a law professor at New York University, said that while there was a danger of overreacting, restrictions on liberties had a long history.

"In a wartime, national emergency situation," Professor Dorsen said, "there are always restrictions on individual liberties: not only internment during the Second World War but restrictions on travel, searches of people's effects, access to certain buildings. The question now is: Is this a war?"

NY Times
9.18.01

Securing the Skies

All airports but Washington's Reagan National have reopened in the aftermath of last week's attack, but commercial aviation in the United States has been forever altered. The premium is now on security instead of convenience and speed. That is the only sensible course after hijackers seized control of four passenger planes and turned three of them into weapons of mass destruction.

Few freedoms are as vital to the nation's character, and essential to its economy, as the freedom to travel. But to ensure that it is preserved, the rules and expectations of flying have to change. The freedom to wake up in New York and get to San Francisco in time for lunch is going to have to give way to the freedom to get to San Francisco safely, even if it takes all day.

Americans should accept more stringent security not as a short-term inconvenience but as a permanent redefinition of the flying experience. No longer can passengers expect to arrive at the airport 30 minutes before departure or check in at an automated kiosk that handles security questions the way A.T.M.'s ask if you want a receipt.

The Federal Aviation Administration has banned curbside check-in and will allow only ticketed passengers to go to the gate. It has called for more uniformed law enforcement agents, individual searches and luggage-matching to ensure that everyone who checks a bag boards the flight. Passengers will no longer be able to carry small knives or other cutting devices aboard.

It is a reassuring start, but only that. A more fundamental long-term overhaul is needed to properly police the stream of two million passengers each day onto 40,000 flights. In light of last week's attacks, vigilance at airports must be deemed a

matter of national security. It can no longer be delegated to airlines and their undertrained and underpaid private guards.

The glaring vulnerabilities in the present system have been extensively diagnosed in a series of presidential commissions and other reviews. Weapons are often not caught by screeners, unauthorized personnel can easily gain access to aircraft, and workers who are authorized to get near the planes have not had their backgrounds checked. Airlines have been slow to deploy the most sophisticated bomb-scanning devices. Passenger lists are not screened for potential terrorists. Shockingly, two of the hijackers last week were able to buy tickets under their own names and board their flights despite being on the F.B.I.'s terrorism watch list.

For years, pilot training and airline procedures have reflected the prevailing wisdom that it is best to cooperate with hijackers until a plane has landed safely. But security measures must now be updated to account for the possibility of more airliners being turned into weapons. Transportation Secretary Norman Mineta has rightly called for a revival of the "sky marshal" program, whereby armed undercover agents are placed on flights. He has also appointed separate advisory commissions to recommend, within two weeks, additional airport security measures and to look at ways of fortifying cockpit doors. The government must also consider creating a specialized airport security force.

As airlines cut back on service to accommodate the new security procedures, consumers will have to live with fewer choices. The men and women who perished last week would gladly have accepted a slower, less convenient air travel system if they knew it meant the difference between life and death.

B Vitamins May Put Bite on Insects

Q ■ Years ago my father heard that large doses of B vitamins would repel mosquitoes. Apparently it changed the smell of his skin, because my mother commented that he smelled so bad that she wouldn't bite him either!

A. Taking large doses of vitamin B-1 (thiamin) has long been recommended as a way to repel mosquitoes. The scientific evidence to support this practice is sparse.

We heard from one European-trained physician, however, who learned this approach in medical school. He prescribed it for many patients in the tropics, all of whom found it helpful. He noted that it makes perspiration smell a bit like yeast, but that the smell drives the mosquitoes away.

Q ■ You really scared me when I read that very low cholesterol is bad for you. All these years my doctors have been congratulating me about a cholesterol level that hovers between 110 and 120.



Joseph & Teresa Graedon

I am a strict vegetarian, and I certainly wasn't going to start eating steak, butter, eggs or ice cream. Then I remembered that some people complained that the glucosamine and chondroitin they took for arthritis pain made their cholesterol go up. I started taking this stuff (I do have sore joints), and sure enough, my cholesterol has risen to 150.

A. The idea that very low cholesterol might be a health hazard is still controversial. The Honolulu Heart

Program (Lancet, Aug. 4, 2001) followed 3,500 Japanese-American men born between 1900 and 1919. Their total cholesterol levels were measured in the 1970s and again in the 1990s, when they were elderly. The scientists kept track of the survivors and found, to their surprise, that the men with the lowest cholesterol levels had the highest risk of dying.

We spoke with the lead investigator, Dr. Irwin Schatz, who admitted that physicians don't know quite what to make of this finding. At this point, he does not recommend that patients with low cholesterol try to increase it. Your approach seems reasonable, however, especially if the glucosamine and chondroitin ease your joint pain.

Joe Graedon is a pharmacologist. Teresa Graedon has a doctorate in medical anthropology and is a nutrition expert. Write to People's Pharmacy, Discovery, Newsday, 235 Pinelawn Rd., Melville, N.Y. 11747-4250. Questions can't be answered personally.

Newsday
9.18.01



Louisiana professor and herpetologist Rich Seigel says "It's a coin flip" whether the Mississippi gopher frog, right, a rare amphibian on the edge of extinction, will survive.

Would-Be Savivors Of The Gopher Frog

A few people fight to preserve a rare creature and its shrinking habitat

By David Kohn

IF YOU DRIVE NORTH from Gulfport, Miss., on Highway 49, past the Grand Casino, past a Barnes & Noble, a Kmart and a Home Depot, you come after a few miles to a two-lane county road. If you make a turn, and then, in a little while, another onto a dirt road, you come soon enough to a small body of water called Glen's Pond. In the patch of forest around the pond, in stumps, root holes and who knows what other concealments, live approximately 86 Mississippi gopher frogs, the last on the planet.

The frog, about the size of a handball, with dark green skin and brown spots, is on the edge of extinction. "I'd say it's a coin flip whether it will survive," said Rich Seigel, a herpetologist who studies the frog.

"It's one of the rarest amphibians in the world."

With little money and, until recently, scant support, Seigel and a few others have been trying desperately to keep the frog from disappearing altogether. So far they have succeeded, but threats abound.

Until recently, the frog, caught in the middle of a bureaucratic dispute over funding, was not even listed as an endangered species. But a deal last month between environmental groups and the Bush administration will likely add the frog to the list, giving it a measure of extra protection.

Seigel, who is a professor at Southeast Louisiana University in Hammond, 90 miles west of Glen's Pond, and his colleagues have gone to extreme lengths to protect the frog. This spring, faced with a severe drought that threatened to dry up the pond and kill all the gopher frog tadpoles, the group convinced the National Guard to lend a hand. Over three weeks in May, National Guard water tanker

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trucks made several trips from Jackson, 180 miles away, pumping 100,000 gallons of water into the pond. Without the tanker deliveries, the pond would almost certainly have dried up.

"We would have had no reproduction for the third year in a row," said Seigel, "and I would have put the frog's chances of surviving at one in five, at best."

Mississippi gopher frogs once inhabited a wide swath of Mississippi, Louisiana and Alabama. But no longer: For the past five years, Seigel and others have searched the region, in vain, for additional gopher frog populations. Over the past half-century, the frog's two habitats have been all but obliterated by humans.

When on land, gopher frogs live primarily in Longleaf pine forests, which once stretched from Louisiana to North Carolina. Throughout that 1,200-mile expanse, it was the dominant tree, uniquely adapted to the region, which with its hot, dry climate is prone to forest fires. The tree not only withstands fire, it requires it; seedlings will not sprout until burned. In Longleaf areas, frequent fires clear undergrowth and thin out other trees, producing "open canopy" forests that have ample space and light.

These forests attract a wide variety of animals, including the gopher tortoise, a foot-long land turtle that thrives on the tender leafy plants that sprout after fires. The tortoises live in burrows, which typically extend for 25 feet and reach depths of seven or eight feet. These tunnels make ideal shelters, and around 200 other animals, including Mississippi gopher frogs, use them for dens.

But because it grows slowly, and requires lots of sunlight, the tree is not favored by timber growers. Starting in the 1920s, these companies began clearcutting Longleaf pine forest and replacing it with "pine plantations" — rows of closely spaced Loblolly and Slash pines, species that grow much faster than Longleaf and require less space and sunlight. To maximize profits, they plant the trees densely — usually between 16 and 20 inches apart — leaving little room for sunlight, small plants, or animals.

"Pine plantations are an ecological desert," Seigel says.

Along with the spread of human sprawl — malls, suburbs and the like — pine plantations and fire suppression have decimated Longleaf forests. Over the past century, 97 percent of the original Longleaf stands have disappeared. It is the most endangered ecosystem in the United States.

Many animals that thrive in these forests have also become endangered: the indigo snake, the red cockaded woodpecker, the gopher tortoise and the Mississippi gopher frog.

The gopher frog has another disadvantage. From December to March, it lives in ponds, breeding and laying eggs. It is very particular about where it winters, only frequenting what are known as ridgetop intermittent ponds.

As the name suggests, the ponds exist on high ground, and, as a result, they dry up by the end of summer and refill during winter rains. Because they are dry for part of the year, they don't have fish, which makes them ideal for amphibians. Fish eat frogs, and especially frog eggs.

Over the past few decades, these once-common ponds have become very rare — the closest one to Glen's Pond is 150 miles away, in Florida. Their undoing: They often occupy prime real estate.

"The only place you find these ponds is on high ground, which is where houses and roads tend to get built, where pastures are put," says Glen Johnson, an amateur herpetologist for whom Glen's Pond is

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The pond in Mississippi where the last 86 gopher frogs on the planet exist is named for its discoverer, Glen Johnson, below, a genetics technician with the Forest Service Tree Lab. He and Seigel work together to monitor and protect the frogs and hope to build more ponds for them, because, as he says, "you don't want to have all your frogs in one basket."



named.

Johnson, who lives a few miles from his namesake, discovered the pond 14 years ago. (Following a hunter's tip, he went out one winter night and heard a singular sound: the gopher frog mating call, a kind of guttural growl. It is a noise that only a female gopher frog could love.)

Since then, he has tracked the creature, visiting the pond regularly and keeping a detailed log on his observations. Prior to that, no one was studying it — most researchers assumed it had already gone extinct. A friendly man in his 50s who resembles a sun-creased William H. Macy, Johnson is a genetic technician for the nearby Forest Service Tree Laboratory. He has always been fascinated by frogs and snakes. He is the sort of person whose idea of a vacation is going to West Texas to catch snakes. Seigel says that without Johnson's devotion, the frog would already be extinct.

Seigel first met Johnson nine years ago. Since then, they have worked together.

To keep tabs on the population, they set up an elaborate monitoring system. The lynchpin of the operation is a foot-high fence that surrounds the pond. At regular intervals along both sides of the fence, Seigel and his graduate students dug holes. When the frogs move to or from the pond, they run into the fence, which is too high to leap. Not being the brightest creatures, they usually hop along the barrier until they fall into a hole. By counting the number and location of captured frogs, the researchers get a sense of how many frogs there are, and what they are up to.

Seigel, 43, is not a typical herpetologist. For one, he was not a "boy herp" as they are known in the field. That is, he did not turn a childhood obsession

with frogs and snakes into a career, as do many herpetologists. This is at least partly because, unlike most herpetologists, he grew up in Brooklyn and Newark, which do not teem with frogs and snakes. After graduating from Rutgers University, he was torn between two careers: constitutional law and herpetology. He chose the latter, forsaking money and prestige to tramp around forests and jungles searching for cold-blooded creatures. "This is something you do because you love it," he says.

He takes his task very seriously.

"I think we have an obligation to the next generation," he says. "I don't want to go to my nine-year-old son and say, 'There used to be a thing called the gopher frog, or the grizzly bear, or the right whale, but my generation couldn't be bothered, we had to drive SUVs.'"

On a recent Saturday, Seigel went to the pond to release one of the 86 frogs. Captured a few days earlier, the creature had been taken to a vet, who had surgically inserted a radio transmitter next to its stomach. To follow the frogs' movements more closely, Seigel has over the past few years outfitted 15 or so gopher frogs with transmitters, which are about the size of a calcium tablet.

Worried that the frog might overheat in the blazing Mississippi sun, Seigel waited until evening to release his charge. He was being extra-cautious: "I'm not gonna take a chance on 1/80th of the gopher frogs left in the world."

The pond, which covered about an acre, brimmed with rainfall from a recent storm that had ended — at least temporarily — the drought. With trees and shrubs growing throughout, it looked like a gar-

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den-variety swamp, albeit one with strikingly clear water. Along the bottom, hidden among plants and dead leaves, were hundreds, perhaps thousands, of gopher frog tadpoles.

This February and March, the frogs laid 36 egg masses in the pond. Each mass, a gelatinous baseball-sized glob, contained about a thousand eggs. Almost all of these 36,000 potential frogs will fall victim to predators, which include diving beetles, giant water bugs, fly larvae, water snakes and turtles. So far, about 120 tadpoles had survived long enough to grow legs and hop onto land — a number that pleases Seigel greatly.

Seigel and his colleagues are working to keep this territory as frog-friendly as possible. In April, the Forest Service burned the area, clearing out undergrowth and non-Longleaf trees. (During fires, the frogs simply retreat underground.) Seigel also wants to reintroduce gopher tortoises to the area.

Everyone agrees that protecting the gopher frog hinges on building new intermittent ponds. These ponds would harbor additional frogs and serve as insurance if other ponds ceased to be usable. (As Johnson put it, "you don't want to have all your frogs in one basket.") Seigel and Mississippi state zoologist Tom Mann have scouted the area for suitable sites, and hope to construct the first pond later this fall.

But keeping the frog alive is not cheap, and none of the government agencies involved are bursting with surplus funds. Seigel already gets almost half of Mississippi's entire \$80,000 budget for endangered species. Each aspect of the project, from burning forest to catching tortoises, costs thousands of dollars.

Being named an endangered species should in-

crease funding, Seigel says. Though happy about the listing, Seigel but says it should have happened much earlier, and blames misplaced priorities: "The amount of money we spend on endangered species in the United States is pitiful. Here we have an animal that everybody agrees is a poster child for endangered species, and it wasn't on the list."

As if habitat loss and drought weren't enough, the frog faces new troubles.

A few months ago, at another pond less than a mile away, a mysterious fungus decimated a frog species closely related to the gopher frog. Seigel and Johnson worry that the fungus, which is so new that it doesn't even have a name, could jump to Glen's Pond.

On top of that, a developer is planning to build a 10,000-home community — called Traditions — 200 yards from the pond. Over the next few years, 30,000 people will likely move into an area that was formerly forest.

So far, the developer has expressed interest in helping the frog. He donated money for a radio transmitter study to find out how far they roam from the pond and has been willing to discuss a buffer zone between Traditions and the frogs' territory. Johnson fears that notwithstanding its good intentions,

the development will doom the frog.

But in Johnson's view, they have no choice but to keep working.

"I think we have a responsibility, in that the frog's demise has been due to our activities," he says. "So it's our obligation to see that they don't go completely extinct. I think it's a little bit arrogant of people to think that we can do whatever we want with an animal. We're the stewards of everything now. We're the top dogs. We have to make sure that these frogs continue their existence."

David Kohn is a freelance writer.

Over the next few years, 30,000 people will likely move into an area that was formerly forest.

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NY Times
9.19.01

NIGERIA: ENVIRONMENTAL DAMAGE Poor management of the environment costs Nigeria \$5 billion a year in ruined land and lost forests, said Muhtari Aminu-Kano, executive director of the Nigerian Conservation Foundation. Much of the damage results from oil and gas extraction in the Niger Delta, he added. Illegal logging is speeding deforestation and the southward advance of the Sahara, which threatens to destroy rare plant and animal species in northern parts of the country. (Reuters)